

Railway Age

With which are incorporated the Railway Review, the Railway Gazette, and the Railway-Age Gazette. Name registered in U. S. Patent Office.

Vol. 123

July 19, 1947

No. 3

PUBLISHED EACH SATURDAY
BY THE SIMMONS-BOARDMAN
PUBLISHING CORPORATION, 1309
NOBLE STREET, PHILADELPHIA
23, PA. WITH EDITORIAL AND
EXECUTIVE OFFICES AT 30
CHURCH STREET, NEW YORK 7,
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Railway Age is a member of Associated Business Papers (A. B. P.) and Audit Bureau of Circulation (A. B. C.), and is indexed by the Industrial Arts Index and by the Engineering Index Service.



PRINTED IN U. S. A.

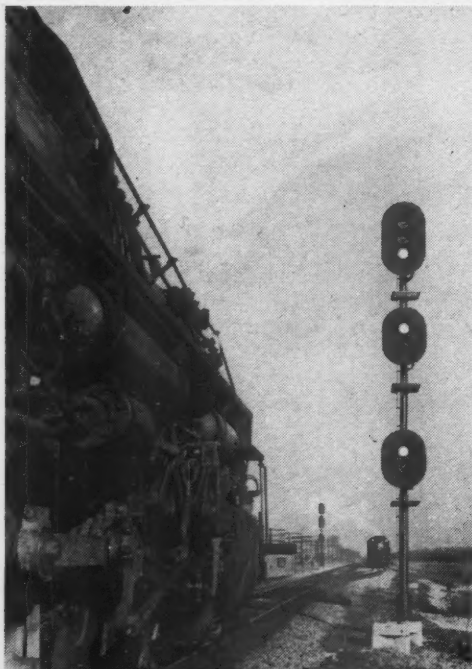
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FOR
NON-STOP
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The Week at a Glance

STEAM POWER ON TAP: It has been one of the disadvantages of steam locomotives that it is impracticable to leave them standing unattended for any length of time while maintaining the fire and steam pressure necessary for immediate use when required. This characteristic has been particularly influential in the selection of power for switching service, but other important factors are around-the-clock availability, reliability, and low operating costs. Lately, however, the Norfolk & Western has developed an experimental steam switcher, employing automatic draft, fuel and water controls in connection with a Standard stoker, which allow the locomotive to be left unattended when desired while at the same time it is available throughout a 24-hour day except for a servicing period sufficient for water and oil to be added and the fire to be cleaned. Particulars are given in an illustrated article in this issue.

CONFLICTING PRINCIPLES: In an article herein (page 43) Dr. Duncan of the A. A. R. puts in the simple terms of irrefutable logic the portentous consequences of the fundamental ideological conflict—that of socialism *versus* private enterprise—that confuses the national transportation picture.

CAUSE AND EFFECT: To state the more or less abstract principle that a railroad cannot put out money for new equipment, track improvements or other costly betterments unless it can see where that money is coming from is not invariably a convincing sort of argument—that is, if judged by its effect on an important segment of the administrators of the national transportation policy. But the principle ceases to be abstract when applied in a specific case, as it has been in the past few days. As our news pages report, the Long Island has been permitted to raise its commutation fares 20 per cent, and to increase other fares too. Immediately this carrier, which derives the bulk of its revenues from passenger operations, announced that it would proceed with the renovation and enlargement of its facilities which had necessarily been held up while earnings were inadequate to meet the heavy expense involved. In this case, at least, the customers who pay more for their tickets will have some very tangible evidence that adequate performance is directly related to adequate revenues.

PERTINENT PERCENTAGES: If the Interstate Commerce Commission, as it begins its consideration of the railroads' petition for approval of an increase in freight rates, should feel a yearning for some documentary evidence that the railroads' earning capacity has reached a sad state, it need not go further for it than its own statistics bureau. That organization, in its latest "Monthly Comment" (which is abstracted on page 48 this week) points out that railroad earnings on capital—that is, revenues available for interest, rentals, dividends and "business savings"—were 17.5

per cent of income produced in prosperous 1946 as compared to 36.9 per cent in prosperous 1929. And railroad "income produced"—that is, the amount available for wages plus earnings on capital—amounted in 1946 to only 3.26 per cent of the total national income, as compared to 5.57 per cent in 1929. The commission's statisticians suggest that dividend relationships explain the "disturbance" in the valuation of railway securities, and the high yield basis on which they recently have sold on the market—an explanation that does not foreclose the use of these data to develop other significant conclusions about the railroads' credit position, and the reasons for it.

DROSS FROM THE CRUCIBLE:

The coal miners' wages have been raised. The price of coal is being raised. The price of steel, and of things made from steel, will be raised. The materials and equipment the railroads buy will cost more. Railroad employees' unions will prosecute their pursuit of costly wage and rules changes with greater vigor. Railroad rates will have to be raised to meet these added burdens. What does it all mean? It means that a dollar is worth less. It means that private enterprise has lost a battle to union monopoly power, lost it without any last ditch struggle. It means that the responsibility of other major industries, including the railroads, to protect the national economy from the undermining influences of uncontrolled monopoly and excessive government regulation will be more difficult to discharge effectively. As our leading editorial comments, it means that private enterprise and the national prosperity have suffered the severest blow struck since the war ended. A coal mine strike would have been a disaster, but the settlement by which that strike was averted could very well bring about a worse disaster.

B. & B. BUILDINGS: One of this issue's editorials suggests that it's high time to correct a condition, on roads where it exists, that leaves the railroad department responsible for, and best informed about, the design and construction of buildings quartered in the very worst examples of that art to be found on the railroad property. On the principle that very little lubricant is applied at points where there is no squeaking, there is some reason to ask whether the users of these inadequate and inefficient facilities have extended themselves to the utmost in urging their improvement.

IN THE BACK OF THE BOOK: In a minority report Congressman Crosser has rushed to the defense of the law known by his name, the integrity of which he sees threatened by the railroads' efforts to get the unemployment relief tax cut. . . . General Gray is taking a look at the Alaska railroad for the Interior Department. . . . A subcommittee of western senators likes the allegedly self-liquidating St. Lawrence ditch plan.

FREIGHT LOSS HALVED: When the average ratio of claims paid on freight loss and damage is 1.58 per cent and one railroad comes up with a ratio of only 0.76 per cent, it isn't unlikely that questions will be asked about what that road does to set itself apart in this respect. The road is the Canadian National, and some conditions prevailing in Canada may tip the scales a little bit in its favor, in comparison with all United States railroads. Nevertheless, some of the Canadian National's practices with respect to the supervision of operating procedures, the investigation of claims, the compilation of reports, and the teaching of preventive measures appear to have contributed materially to this record. An article on page 53 describes some of the weapons this road is using in its campaign to hold down this expense.

CHECKING UP ON AL: Representative Owens has dug up what he considers proof that President Whitney of the trainmen is doing quite a bit of lobbying around Washington without complying with the law requiring lobbyists to register and to report how much they are paid for such activities. It appears from the documents on which the congressman bases his conclusions—an outline of which appears in our news columns—that all is not peace and harmony within the brotherhood's hierarchy, and that there is something less than complete approval of the practice of feeding new congressmen and giving them free pencils at the union's expense—not to mention some efforts at proselytism in the interest of the perpetuation of New Deal philosophies.

NEW ORLEANS PROPOSES: New Orleans taxpayers have signified their intention of underwriting a program of civic overhauling, as a consequence of which the railroads are being asked to rearrange their tracks in a way to remove them from public thoroughfares, to do away with a host of level crossings, and generally to reduce—at their expense, largely—interference between railroad traffic and that on city streets. Our news article indicates that the program includes one departure from the usual, however, in that the city proposes to finance the construction of the contemplated new union passenger station.

DEARBORN DOLLED UP: The architectural taste and physical requirements of 62 years ago were amply met by Chicago's Dearborn station when it was built, but time had caught up with it and left it behind. Since the war ended, however, its interior has been done over, giving more light, more freeway for people to move about, and more space and comfort for those who wait, and at the same time replacing the heavy and dark decorative effect of the building's nonage with the light colors and smooth surfaces characteristic of current practices. One of our illustrated articles tells what was done in this major remodeling of a busy terminal.

It's New!

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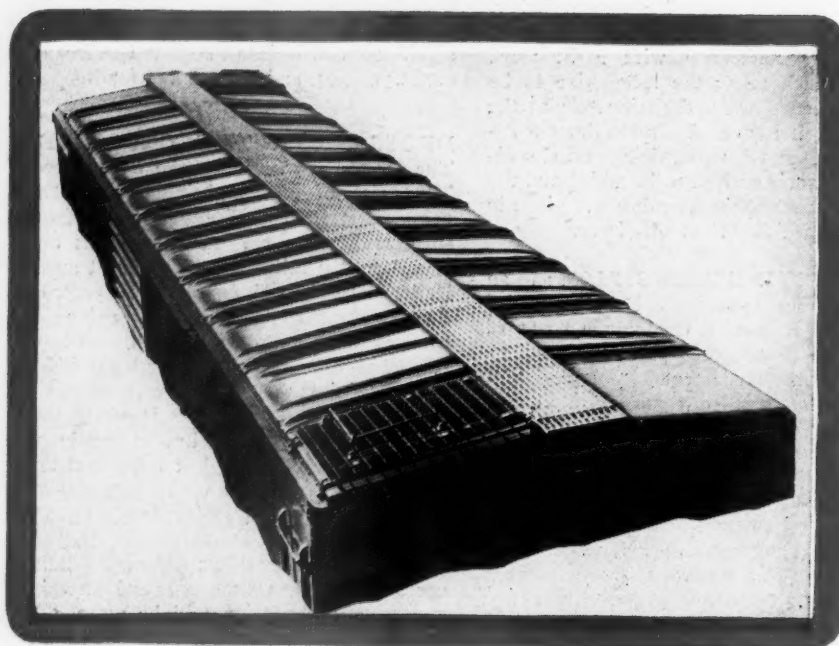
OUR ROOFS LAST
THE LIFE OF THE
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- WEATHERPROOF
- DUST TIGHT

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"STANDARD'S"
NEW ROOF IS

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- MORE RIGID



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RAILWAY AGE

Dangerous Possibilities of Coal Mine Settlement

The managements of numerous large industries have a duty scrupulously to avoid policies inimical to the national economy. This was not true when each industry consisted of many small companies. It is true now because in numerous industries a few companies are so large that they set the patterns for their entire industries—patterns having effects of great importance on all other industries, and, therefore, on the entire economy.

The foregoing propositions were never better illustrated than by the settlement for an increase in wages of 45 cents an hour made recently by the operators of the coal mines with John L. Lewis and the United Mine Workers. All reports indicate that the settlement was made first by the big steel companies on behalf of the so-called "captive mines" which they own, and was accepted unwillingly by the operators of other mines.

Consumers Will Pay

Neither the steel companies nor they and all the other coal mining companies apparently will bear much of the resulting increase in the cost of coal. They plainly intend to pass it along in increased prices of coal and steel to other industries and the public. The railroads are the industry that will be most affected. They consume more coal than any other industry. They are among the largest users of steel. They have pending demands from the labor unions for very costly changes in working rules and wages which the settlement with Lewis will cause to be pressed with increased determination and energy. And at the present stage of the postwar period all this is of great importance to the national economy and the system of private enterprise.

Many assumed that the most dangerous part of the postwar period would be that immediately following the war. Every competent student of economics and business knew that this assumption was wrong. The huge wartime accumulations of buying power, on the one hand, and of shortages on the other hand, made virtually certain, as *Railway Age* has consistently con-

tended, that the volume of construction, production and freight traffic would expand in the early part of the postwar period beyond all peacetime records. The real test of the ability of private enterprise to provide adequate construction, production and employment would come when the stimulus of wartime accumulations of shortages and of buying power ceased. To maintain prosperity after that would require a national economy well-balanced as regards wages and profits in each industry, and as regards wages, prices, transportation and public utility rates and profits in different industries, in order that each industry and its employees would be able to buy their share of the output of all other industries.

The greatest enemies of a well-balanced private enterprise economy are (1) interference in business by government with excessive taxation, subsidies and unfair regulation and (2) uncontrolled private monopoly. Both (1) and (2) hinder or prevent the kinds and amount of competition necessary to keep wages, prices and profits in different industries in the needed balance. Monopolistic practices by business and monopolistic practices by labor unions have the same purpose and the same effect—the *purpose* of so restricting competition as to enable the monopolists to exploit other industries and the rest of the people, and the *effect* of undermining general prosperity and the private enterprise system.

A Nettle Not Grasped Firmly

The principal authors of the Taft-Hartley labor reform act have publicly disagreed regarding the legality of the settlement made by John Lewis and the coal mine operators. Representative Hartley has charged that it violates the Taft-Hartley act. Senator Taft says it does not. Whether it does or not, it exposes the act's fundamental weakness—viz., that it leaves the labor unions to which it applies with the same power of monopoly that they had before it was passed. The only possibly valid excuse the coal mine operators can offer for the settlement to which they agreed is that they were threatened by a labor union monopoly with a

strike which would have been disastrous to the nation.

The Taft-Hartley act was passed to prevent such strikes, especially the threatened coal mine strike, and the use of the power of labor union monopoly to force such settlements on employers. The coal mine operators did not use the full process provided by this new law. Hence, nobody knows whether by this means a strike could have been prevented or a better settlement secured.

If the strike had occurred, it would have caused temporary disaster. But it is far from certain that the settlement made to prevent the strike will not cause worse disaster. For the national economy is in such a very unstable condition that it would not be difficult to convert the present boom into a bust; and the settlement will increase its instability.

Men who have voluntarily assumed positions of leadership in industry have thereby voluntarily assumed a heavy responsibility, not to their own industries alone, but to all other industries and to the American people. Will leaders of other industries follow the example they have been set? Leaders in the railroad and other industries still have their own responsibility to the system of private enterprise and to the public. But the settlement in the coal mines will make it much more difficult for them to discharge their responsibility successfully. There is reason to fear that the coal mine settlement will prove the hardest blow struck the nation's prosperity and its private enterprise since the war.

Those Poor B. & B. Shops

Despite advances on the railways in the art of shop design, construction, equipment and operation, as exemplified in many up-to-date locomotive and car shops—especially the newer Diesel shops—there remains one type of shop on the railways that, all too often, is not what it should be. This is the shop of the bridge and building department. It is ironical that the department on the railroad which is best informed on building design, construction and layout should frequently be the one with the most primitive buildings and equipment.

Why such a situation prevails on so many roads is a mystery, but its existence is abundantly evident. Recently, a maintenance officer, commenting on this condition, said, "Show me the most inadequate buildings on the railways and I'll show you the B. & B. shops."

This appears to be particularly true with regard to division B. & B. shops—usually at terminal points—many of which occupy buildings given up by other departments as inadequate or undesirable. Old abandoned mechanical department buildings seem to be a special favorite, although box car bodies, sometimes with a makeshift extension, run a close second. And the power tools and machines found in most of these shops are usually as inadequate as the buildings.

There is more behind this situation than lack of departmental interest or pride, as is demonstrated by the frequently expressed desires of the bridge and building forces for adequate shop facilities, including

modern, power-operated woodworking tools. The engineering department of a large middle-western road has even been criticized for the "elaborate" B. & B. shop built at one of its terminals—a one-story, fire-proof structure, with little more to be said for it than that it has a concrete floor throughout. Furthermore, the building is not big enough and has been overcrowded almost continuously since it was put into service.

There are, of course, exceptions to the conditions cited. One road recently completed the first of four modern B. & B. shops to be built on its four divisions—a shop representative of neat, modern, fire-resistant construction, with an unusually complete layout of power tools and machines. Furthermore, the engineering department and management are proud of this plant, and see many benefits to the local bridge and building forces and to the railroad through increased shop fabrication work and enlarged, more economical production.

Perhaps the thought prevails in some quarters that the bridge and building forces should be on the road all of the time and should fabricate nearly everything in the field. Conceivably, some bridge and building men are so engrossed in their daily routine work that they give little thought to their headquarters. More likely, however, is the fact that, on the one hand, those in high positions of responsibility on the railroads have failed to see the advantages in adequate B. & B. shops, and, on the other hand, that bridge and building men themselves have been very poor salesmen in their own behalf.

Whatever the explanation, an accepted habit of thought which tolerates or even insists upon primitive equipment for this important department is one which needs critical scrutiny.

Are Passenger Cars Too Highly Decorative?

In developing passenger cars to meet modern requirements, the designer is confronted with numerous problems which are not only troublesome but in some instances exasperating, because a wide gulf separates what he would like to do in pleasing passengers from what it is practicable to do from an initial cost or maintenance standpoint.

Take, for example, the question of providing richly colorful and highly decorative car interior finish and fittings. One thing which cannot be said is that railroads have hesitated to go the limit in this particular, for the interior appointments of many if not most of the new passenger cars, purchased since the inauguration of streamliner service in 1934, have equaled those of the finest modern hotels and private clubs. Interior decorators of national renown have been employed to develop the overall decorative treatments which introduce such strange words in railroad terminology as "dove-taupe" carpet and walls, "Shangri-la" draperies and "super-needle-point turquoise" upholstery. Beautiful wood veneers, ornamental glass and fine-grain leather materials are employed in harmonious com-

binations of interior finish. Subtleties of color to please the most critical eye are described as "Malacia" pink, "Bay Ridge" gold, light yellow, light green, medium blue-green and medium grey-blue.

De luxe interiors are undoubtedly responsible to a considerable extent for the present high cost of passenger equipment, which ranges from \$64,000 to \$79,000 for a coach to \$100,000 for sleepers and dining cars and \$130,000, or even more, for some of the special lounge-car combinations. Can investments of this magnitude for individual passenger cars be justified by increased revenue or even by that intangible, "rail-road prestige"? Is there a considerable element of "keeping up with the Joneses" in the richness of present interior decorative treatments? Would it be better to spread the investment in passenger cars over a larger number of cars, in which simple lines and color combinations possibly would please a larger number of people for a longer period of time than present "ornate" designs?

Perhaps even more to be considered than high first cost is the time and expense involved in cleaning and maintaining super-decorated passenger cars. The cleaning operation, which generally has to be performed daily, often takes from three to four man-hours per car and, on one road, averaged 3.26 per car or a total of over \$30,000 in one month. In discussing this subject at

the recent A. A. R. Mechanical Division convention in Atlantic City, one observer called attention to the damage done by passengers to dado and pier panels finished in pastel shades, also to plastic window sills and plush upholstery (at \$6.80 a yard), and recommended unpainted metal finish on side walls to the window tops. This would leave for painting only the upper side walls and ceiling which, he said, are the only places that passengers will not put their feet.

Another point not to be forgotten is that finely finished sections of wainscoting, or side walls below the windows, are largely obscured by seat ends, especially in coaches, and hence do not show up special treatments to advantage. Moreover, when coach seats are partially revolved, this wainscoting above the heater pipe grill is another place which seems positively to attract passengers' feet.

The objectives of the railroads in providing highly colorful and beautifully decorated and equipped passenger cars are easily understood and commendable. The interior designer's ambition, however, must be tempered to some degree by practical considerations, because delicate colors, and fabrics and materials which are easily soiled or show evidences of wear in a few months, create anything but the desired impression on the traveling public after they have been subjected to the destructive effects of regular service.

Public Relations Is a Two-Way Street

I wish to stress that public relations is not a one way street. It is necessary that employees, that organized labor, that the general public, and government, should understand the problems of business, the public service it is rendering and the greater services of which it is capable. Ignorance and lack of sympathy of these groups toward business need to be dispelled. But it is likewise necessary that ignorance and lack of sympathy of business itself as to these other groups need to be dispelled. There is a corresponding need for public relations which extend in the reverse direction.

When I use the word "sympathy" in this connection I am not indicating that there is or has been any hardness of heart on the part of business toward other groups. What I do mean is that the distance between them has often been so great or that barriers to understanding have been so high that business groups have not understood what it is that motivates these other groups.

It is particularly important that the channels of sympathetic understanding should be opened up in both directions by the wage payers and wage earners. . . . Nothing but the best abilities of the nation will serve in establishing the necessary flow of understanding and sympathy backward and forward through free channels of communication between honest and capable management on the one hand and a similar wage earning group on the other.

It is important to emphasize and reemphasize this necessity for a two-way flow. It is desperately needed in a larger field than that of the individual industry and its employees, no matter how great that industry may be and how large the number of its

employees. It is needed on the scale of great industry groups of employees and the rest of the citizens of the nation who depend upon them.

We speak of "interests" in a derogatory sense as though the only "interests" in existence were such things as power companies, railroads, and other great public service groups. This is not true. We are all divided into groups which too often seek their own benefit at the expense of the country as a whole. •When we are making political speeches about "interests" we must include those of agriculture, of the various types of manufacture, of sugar raising, of silver mining, of irrigation, of organized labor, and of much besides.

The building of bridges across channels of communication is our only hope for national safety. Public relations people have a major part to play in this process. I want, at this point, to move on to a still broader field in which mutual understanding is essential. I refer to the field of international relations. . . . It is quite safe to say that while governments may have policies with relation to each other which lead to conflict and ultimately to war, there yet is little or no conflict of real interest between the people who constitute those nations. If the people understand each other and can control their governments, there need be neither wars nor fears of war. Here is the great field for public relations.

In the field of national safety, of national security, in the field of international relations, public relations has its greatest opportunity to render its greatest service to humanity.

—From an address by Senator Ralph E. Flanders to the American Public Relations Association.

Famous Station Undergoes Operation

DEARBORN passenger station, for 62 years a landmark in Chicago, and the passenger terminal for the Chicago & Western Indiana, the Atchison, Topeka & Santa Fe, the Erie, the Chicago & Eastern Illinois, the Chicago, Indianapolis & Louisville, the Grand Trunk Western and the Wabash, has recently been completely modernized throughout its interior, involving virtually all of its public areas. The work was performed "under traffic," resulting in a number of special problems, but was carried to completion with minimum inconvenience to the traveling public.

Prior to the start of the work, the interior of Dearborn station was typical of the late nineteenth century, with ornate tile floors, varicolored enameled-brick walls, dark hardwood ceilings and inadequate lighting. It was designed with several relatively large public rooms, but these were separated by walls with restricting archways at several points which interfered with the movement of passengers. From time to time it had become necessary to add other facilities for the convenience of patrons, and these, of necessity, reduced the effective size of the various rooms and resulted in an extremely cluttered appearance.

Condition Forced Attention

In the new work the public areas have been completely rearranged to permit an uninterrupted flow of traffic between the three main objectives of passengers—the street exit, the ticket windows, and the train gates—and the entire interior has been refinished and redecorated to present an ultramodern appearance. The rearrangement was achieved by removing the old partition walls to create wide openings between rooms, and by relocating the obstructing facilities in new positions, out of the way, but still convenient to patrons. The outstanding change in this respect has been the provision of a large mezzanine-level waiting room, intended primarily for the use of through passengers waiting between trains, and the principal feature of this waiting room is a large "window wall" or observation window, which looks out over the tracks of the train shed. This window has already proved to be highly popular with passengers, who seem to be fascinated as they watch the arrival and departure of "famous trains" on the tracks below.

In announcing the completion of the modernization project, M. F. Stokes, president of the Chicago & Western



In remodeling the station, emphasis was placed on large open areas in which the movement of passengers would be unimpeded. This view shows the new enlarged concourse and the well opening into the mezzanine waiting room



The former waiting room was antiquated in design and decoration, and was badly congested by settees and auxiliary station facilities

Indiana, owner of the property, pointed out that it has long been recognized that Dearborn station was outmoded and

in need of a thorough remodeling. He also said that, although consideration is being given to plans for a unified terminal in the area, the station would be

Dearborn passenger terminal at Chicago is completely remodeled and redecorated to present modern appearance, facilitate crowd movements, and provide additional waiting-room space



The train gates, formed of double-sliding doors, are marked with attractive signs, below which panels designate departing trains



The waiting room "observation windows," looking out through the train shed area, are proving highly popular with passengers

be completed. Accordingly, the Western Indiana went ahead with the modernization plan in order to provide passengers with the facilities they have a right to expect in a large terminal—the work being started in January, 1946.

Dearborn station, of the stub type, was completed in May, 1885. The head house is essentially a U-shaped building of brick construction, fronting 213 ft. on Polk street, with wings extending south from Polk street along Plymouth court on the east and along Federal street on the west. The portion of the building facing Polk street and part of the wing along Plymouth court are three stories high, while the remainder is two stories. A tower, about 100 ft. in height, dominates the front of the building and contains a stairway for reaching railroad office space on the second and third floors. The trainshed, containing 10 tracks, is 135 ft. wide and extends between the wings. The roof of the shed is supported on wooden trusses and, in the original design, extended over the train concourse and the waiting room, which were located in a one-story section of the station between the wings.

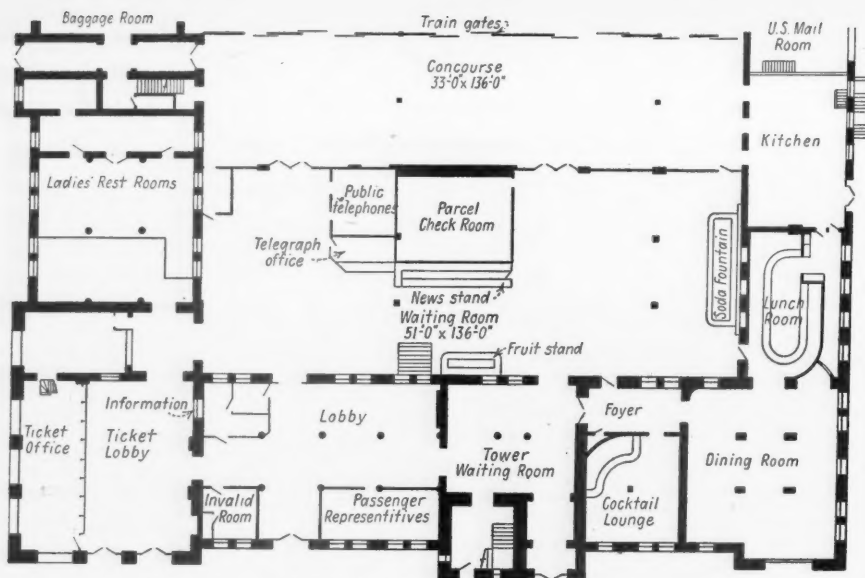
Added Facilities

In the old arrangement, a combined entrance and ticket lobby was located in the northeast corner of the station. An archway in the west wall of this room led to the north waiting room, which also had a street entrance. An archway, 8 ft. wide, in the south wall of this space led to the main waiting room, while another led to a smaller room west of the north waiting room, known as the tower waiting room. The main waiting room, 51 ft. by 136 ft., was the largest of the rooms in the station, and south of it, separated by a curtain wall, was the concourse, 30 ft. by 136 ft., from which the train gates, five in number, opened onto the end platform of the train shed. The dining room and lunch room, located in the northwest corner of the station, formed an "L" around the west end of the main waiting room.

When built, Dearborn station was regarded as the finest passenger terminal in the country. However, by modern standards, it was sadly lacking because

terminal in which the four stations now in the area south of Chicago's loop would be consolidated, the management

of his road felt that improvement of the present Dearborn station could not be delayed until such a terminal could



Before—This floor plan shows how the station area was badly cut up into numerous waiting rooms and lobbies

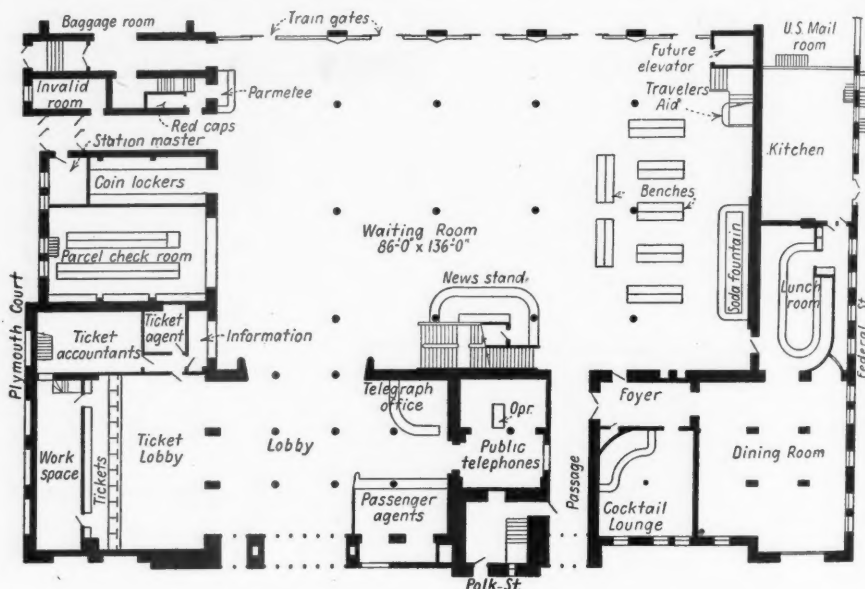
of its numerous rooms, low, restricting passages, and outmoded decorations. As already mentioned, a number of alterations had been made from time to time within the interior to provide for the various facilities customary in large stations, and necessary to take care properly of the needs of the traveling public.

Such additions were most noticeable in the main waiting room, where an area 26 ft. wide, projecting 42 ft. into the room from the south wall, had been converted to use for a parcel check room, attended telephones, Western Union desk, and newsstand. Directly opposite this obstruction was a 16-ft. counter projecting 6 ft. into the room, which was used for a fruit stand. These additions had the effect of dividing the waiting room into two smaller rooms, with a connecting passageway, and the room was further reduced in size by the addition of a soda fountain at the west end. Benches occupied most of the remainder of the room, further restricting the movement of patrons.

To a large extent, other areas of the station were poorly laid out and restricted so that, for the most part, the entire building was out of keeping with trends of modern passenger-station design.

Public Rooms Enlarged

In the remodeling work, the ground floor of the building was converted, as much as possible, into one open area in which crowd movements would be unencumbered between the street entrance, the ticket windows and the train gates. To accomplish this, the existing walls between the various lobbies and waiting rooms were removed to convert these areas into one large lobby,



After—Showing how the interior was rearranged to remove obstructions which formerly retarded the movement of patrons

34 ft. by 82 ft., with a large opening leading to the concourse, now 86 ft. by 136 ft. In addition, a new main entrance was constructed from Polk street, consisting of eight doors in line, directly north of the opening between the new lobby and the concourse.

The parcel check room and other facilities, which formerly cluttered the old waiting room, have been relocated so that the new concourse area is entirely unbroken, except for a few benches at the west end of the room, near the soda fountain. As will be seen in the floor plan of the remodeled station, the parcel check room is now located in the east wing of the building, with its counter serving the concourse, while the newsstand occupies a prominent position along the north side of

the room, near stairs leading to the new mezzanine-level waiting room.

Other facilities on the main level include an alcove containing coin parcel lockers, a red caps' room, an information desk, and a desk for the representatives of the Parmelee Company, all located in the east wing of the building, with space for the Travelers' Aid and a Fred Harvey soda fountain-lunch counter along the wall of the west wing. A passageway near the southeast corner of the room furnishes exit to Plymouth court and is intended primarily for passengers being transferred to other stations by the Parmelee Company, and for hand trucks used to handle transfer baggage.

A Western Union office is located in the main lobby, as is also an office behind an open counter for the passenger representatives of the various roads, while attended telephones are now lo-

cated in the area formerly known as the tower waiting room. All of these facilities are at locations convenient to the public, yet out of the general flow of passenger movement.

The new mezzanine-level waiting room is located directly above the concourse, from which it is reached by two stairways. The main stairway, 12 ft. wide, is located at the north side of the concourse, while the second stairway is at the southwest corner of this room. The waiting room is approximately 76 ft. by 113 ft., with an open light well 24 ft. by 50 ft. near the center of the room, directly over the concourse. Along the south side of the room is the observation window wall, previously referred to, which is 61 ft. long and looks out through the

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trained area. Benches arranged about the room provide ample seating accommodations.

Other facilities on the mezzanine include a ladies' rest room, public telephones, a mothers' room, and 80 coin lockers, all located on the east side of the waiting room, and a small toilet room for men located on the west side of the room.

Decoration

The entire lower floor of the remodeled station has been redecorated, except for the dining room and lunch room, which were modernized several years ago. The walls are of marble, while the ceilings are of plaster, covered with Acoustone. Floor surfaces throughout are of terrazzo.

A special treatment was given to the floor forming the main route from the Polk Street entrance, through the lobby and into the concourse. In this heavy-traffic lane the floor is of mottled white terrazzo, which flares from a width of 21 ft. just inside the doorway to a width of 30 ft. at the opening into the concourse. On each side of this area, the floor, including that in the ticket lobby and telephone room, is of black terrazzo, but the concourse floor, like that of the entry route, is of mottled white terrazzo.

In an effort to avoid major alterations in the structural design of the station, it was necessary to retain a number of the supporting columns in their original positions. Where retained, these columns were enclosed in plaster and covered with stainless steel to a dado height of five feet, above which they are painted a cream color to harmonize with the marble walls.

Decoration of the mezzanine waiting room is similar to that of the lower floor, except that the walls are wainscoted with marble to a height of 42 in., above which they are of plaster, painted buff. The roof-supporting columns on this level are finished in the same manner as those on the floor below.

As in the concourse, the floor surface is of terrazzo.

The new ticket office is at the east end of the ticket lobby and has an attractive open-type counter of marble, with frosted glass above to a height of approximately six feet above the floor. A curtain wall directly behind the counter is fitted with specially designed

train-departure schedules of the various roads is located along the east wall of the concourse, immediately above the checkroom counter, and a similar board for arriving trains is centered near the top of the train-gate curtain wall. Five double-sliding train gates are recessed beneath a marble soffit extending the length of the train concourse and ad-



Looking down from the mezzanine waiting room into the main concourse

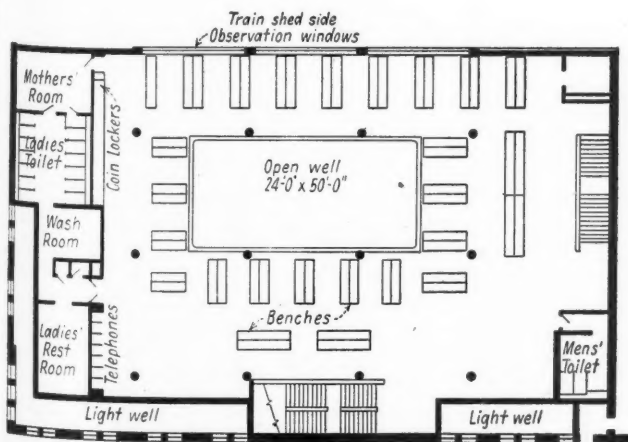
cases for tickets of all types and lengths, the cases being convenient to the ticket sellers and neat and attractive in appearance. Drawers, with compartments of various lengths, are used for interline tickets. Ample work space is provided behind the curtain wall, and two small rooms are provided for ticket accountants, one being on a small mezzanine.

A large bulletin board showing the

jacent pairs of gates are separated by panels of glass. An aluminum frame for removable panels containing lists of station stops is provided at each gate. Above this is a small illuminated time-departure panel, on top of which is a larger frame for multi-colored illuminated glass signs designating the names of roads and departing trains. This, in turn, is surmounted by an aluminum gate-number sign.

Heating and Lighting

The station is heated by steam, with forced-air circulation. Steam is supplied from existing boilers in the basement and is carried to a "penthouse" above the roof of the mezzanine, which contains air circulating equipment and blowers. From here clean warm air is conveyed about the station through ducts leading to a number of air diffusers in the ceilings of the several rooms. Ducts are also so located as to blow warm air across each train gate during severe weather, to overcome the strong draft of cold air that usually develops when these gates are open.



Plan of the mezzanine level constructed in the new work to provide more waiting room space



Looking from the public telephone room into the ticket lobby

Lighting throughout is of the fluorescent type, that on the main level consisting primarily of 120-in. tubes arranged in long single lines recessed into the ceiling. On the mezzanine, a number of groups of 60-in. tubes are utilized. A public address system is installed in the station with speakers conveniently located in each of the principal rooms. The speakers are recessed into the walls and are covered with aluminum grills.

Difficult Working Conditions

As mentioned earlier, the remodeling work was carried out under great difficulty because of the necessity of maintaining full use of all of the station's facilities while the work was in progress. However, by careful planning it was possible to do the work with a minimum of inconvenience to the public, which was often unaware of the specific character of the operations going on.

The most interesting phase of the work was that of erecting the mezzanine floor and the new roof structure above the old waiting room and concourse. This was complicated not only by the traffic in the station, but also by the necessity of maintaining the section of the old trainshed roof, which extended

over this area, and also part of the old waiting-room ceiling, to keep out the weather. The mezzanine and the new roof above are supported primarily on a system of 12 columns, resting on spread footings well below the floor level of the waiting room. Holes for these footings were dug through the floor during the night shift, while the area was screened off. During the day these holes were covered over, and later the foundation forms were prepared. Steel was brought into the trainshed in cars and subsequently into the building as required. The columns were erected through holes in the existing ceiling and the holes were then made tight. The steel for the mezzanine floor was put up at night while the areas below were roped off. The roof and the superstructure for the penthouse were erected during the daytime.

New Roof

The new roof is of cement-tile construction and, after it was placed, it was made temporarily tight while the old trainshed roof and the existing waiting-room ceiling were removed. Finally, the sub-floor of the mezzanine-level waiting room, also of cement tile, was placed during the day. During

this work, the old waiting-room ceiling was, at times, exposed to the weather and, to keep out water during rainy periods, the ceiling joists were covered with canvas and temporary gutters and downspouts were provided.

Another problem arose in the construction of the new ticket counter, which occupies the area of the old ticket counter. In this, to clear the site for the new counter, the old counter was placed on rollers and moved forward into the lobby for a distance of about 25 ft. Great care was necessary in this operation to avoid interrupting the elaborate system of telephone communications provided at each window. Upon the completion of the new counter, new communication equipment was placed in service in a one-night operation and the old counter was removed, again without disrupting telephone service.

Exterior

Because of its size, it was thought impractical to attempt to undertake a thorough modernization job on the exterior of the station. However, a fresh appearance was given the area surrounding the Polk Street entrance by bricking up a number of existing arches and covering them with red granite. To afford contrast with this, the doorway area is framed in black granite.

The modernization of Dearborn station was planned and executed under the general direction of F. E. Morrow, chief engineer of the Chicago & Western Indiana, and V. R. Walling, assistant chief engineer, with V. V. Holmberg, supervisor of bridges and buildings, in immediate charge. Graham, Anderson, Probst & White, Chicago, were the architects for the improvements, while Ellington Miller Company, Chicago, held the general contract for the work, with A. J. Davis, superintendent, in direct charge.

The following officers of the lines using Dearborn station assisted in an advisory capacity in the planning of the improvement: T. B. Gallagher, general passenger traffic manager, Glenn Eddie, assistant general passenger traffic manager, and C. O. Coverley, architect, Atchison, Topeka & Santa Fe; H. R. Sampson, vice-president, and J. S. McBride, chief engineer, Chicago & Eastern Illinois; F. P. Sisson, chief engineer (now retired), and J. L. Bickley, general passenger agent, Grand Trunk Western; J. W. Smith, chief engineer (now retired), and H. T. Harlow, general passenger agent, Erie; R. E. Mohr, architect, and L. W. Bade, assistant passenger traffic manager, Wabash; and H. B. Willis, general passenger agent, Chicago, Indianapolis & Louisville.

"Mixed Economy" in Transportation

Government has taken a hand in the game but refuses to obey the rules it enforces on the other players

By DR. C. S. DUNCAN

Economist, Association of American Railroads

PUBLIC discussion of transportation questions is often confused and controversial because there is a *mixed economy* in transportation. This means that the idea of socialism is applied to certain important phases of the industry and to other phases the idea of private enterprise is applied.

By the idea of socialism is meant a government-owned, government-operated, interest-free and tax-free business run without profit under the theory that an effective incentive to economic endeavor can be found in service to the public. Reliance upon this idea changes very radically the approach to economic problems. The socialized business, operating without a profit motive, has little concern with financial results. Costs may be met wholly, in part, or not at all by charges; but economic decisions concerning such a business are made on the basis of "benefits" and not on that of costs, revenues or profits. In attributing these "benefits" there is no attempt made to maintain the identity of interest between the one who pays the cost and the one who receives the benefit. Since it is the government that owns and controls the business, the amount and direction of expenditures and the character and extent of facilities provided are determined by political persuasion, and government planning.

The American Way

Private enterprise, on the contrary, is built out of private savings and not out of taxes. Interest is paid on money invested. Taxes are paid to support the government. Charges are made against buyers of the product or users of the facility or services, and revenues derived from these charges must cover the cost of capital, labor and taxes if the business is to survive. It operates under laws to implement the constitutional provisions to regulate commerce between the states, to provide for national defense and general welfare and to protect the rights and property of individuals. On this basis the great bulk of business in this country is carried on. It is the foundation of our industrial and economic progress and general well-being. It is called the American Way.

There have always been enterprises owned and operated by the government, such as the public school system and

the postal system. The free school system, a foundation stone of our government, is supported by taxes and property owners pay the cost, even though they are aged or childless. The postal system is presumed to produce revenues as would a private enterprise, and does so, but a deficit is chronic and is generally justified on the ground of "benefits." Service is continued at the expense of taxpayers in the name of general welfare.

In the postal service and the common school system, it will be noted, the government has occupied practically the entire area and has almost a monopoly. There are other instances where socialism has infiltrated only part way, occupying only a sector of a given industry and in doing so has eliminated taxes, interest and the restraining power of private credit. In such cases government competes upon unequal terms with private enterprise. This is true in transportation.

It is from instances where socialism has infiltrated part way into an individual industry that vital problems of equity and fairness arise. The government, however, might own a transport facility and lease it to a private operating company so that, in consequence, the business might be carried on almost precisely like a private business, meeting all costs out of revenues. The government might own and operate a facility and pay operating costs and taxes out of revenues, complying with all the requirements imposed upon private business, with the exception that it receives its investment funds from taxes. This is the case with the Warrior River Terminal Company, owned and operated by the government barge lines.

Such companies do not fail, of course, even though losses are sustained. They will not fail while taxes on private property can support them. Their competition with private enterprise, while by no means fair, may not be wholly destructive, due simply to the fact that government operation is usually characterized by wastefulness and inefficiency, which is the result of not being

disciplined and restrained by the necessity to depend upon private credit for its capital. If it were otherwise, the government barge lines would sweep all competitors off the inland waterways.

The primary source of much confusion and controversy today with respect to transportation problems may be found in the fact that an attempt has been made to mix the concept of socialism with that of private enterprise within a single industry, applying to important phases the socialistic concept and to other phases the concept of a private business. Businessmen's organizations that developed during the war to be the guide, philosopher and friend of the government and business in the transition period following the world conflict, and also thereafter, have always provided a niche for "worthy public works," among which are to be found river and harbor works, highway improvement, air fields and airways. Wittingly or unwittingly, they are encouraging the idea of socialism to infiltrate still further into the transportation business. Thus it is that some business leaders, while declaiming against the spread of socialistic ideas, particularly within their own businesses, are nevertheless lending themselves to the invasion of socialism into transportation. Free private enterprise is not thus strengthened or preserved, but is weakened and undermined.

As illustrative of what is happening and of the source of confusion and controversy, examination may be made of the situation regarding waterways, highways and airways.

I—WATERWAYS

The year 1882 may be taken as marking the date when the idea of socialism was fully accepted, both as to the building of canals and as to the improvement of rivers. An act of Congress of August 2, 1882, contained a provision that "no tolls or operating charges whatsoever shall be levied or collected upon any vessels, boats, dredges, craft or other watercraft passing any canal or other work for the improvement of navigation belonging to the United States."

After that date, government funds were appropriated in ever increasing amounts and no charges against the users of the improved waterways were

imposed. The idea of socialism was thus extended so that money derived from taxes on private enterprise was spent to provide facilities free of charge for use by private citizens. Boats and barges (except those of the federal barge line) were left in the hands of private enterprise, by means of which vessels a select few who have been able to use the canals and improved rivers have garnered the benefits, "the social dividends," in the form of good, sound, capitalistic dollars from these socialistic expenditures. This is the situation today.

The advocates of waterway improvements on this basis are in error when they state:

The development and maintenance of our waterways by government for the free use of the public is not socialization. (*Deep Water*, published by the New York Marine News Company, Preface.)

This statement is directly controverted by the platform of the Socialist Party, which declares that its purpose is to secure control of all means of production and distribution by government development "of highway and waterway systems" and by "the collective ownership and democratic management of all other social means of transportation and communication, and of all large scale industries." Even of greater significance is the means by which this purpose is to be accomplished. The platform advocates "a graduated income tax, the increase of the rates of the present income corporation taxes, the extension of inheritance taxes—the proceeds of these taxes to be employed in the socialization of industry."

How Projects Win Approval

This socialistic phase may be further illustrated by the method used to ascertain "economic justification" of proposed waterway projects—which does not at all resemble the estimating that a private business would do in the same circumstances. Instead, the determination as to whether or not a waterway project shall be adopted—provided it is feasible from an engineering point of view—is made, not upon the basis of cost as related to revenues (as a private business would have to calculate), but upon the basis of cost as related to "benefits." There are no revenues to the government, for tolls have been abolished. Any hearing before Congress or any report of the Army engineers will show that the calculations are made in terms of "benefits." If the estimated "benefits" exceed the estimated costs by ever so little the project may be approved. The Arkansas River Project, for example, involving the expenditure of more than \$500,000,000, was approved by the chief of Army engineers and by Congress

on the basis of a ratio of cost to "benefits" of 1 to 1.01.

With this method the waterway advocates quoted above are evidently in accord. They say: "Waterway improvements are based upon their benefit to the whole country, or large areas of it. . . . Finally, we assert that every citizen now benefits in lower living costs through federal waterways and that these benefits will increase with further waterway improvement." (*ibid.*) Here again are the benefits or the "social dividends" of the Socialists. There is nowhere suggested, however, that the benefits or the social dividends shall be so distributed that the one who pays the costs through taxes is the one who proportionately receives the benefits.

Here, of course, is the ground for the claim of "cheap transportation" by water. It is cheap to the user, but not to the country as a whole, because government funds derived from taxes are expended to improve and maintain the waterways free of charge to the user. Socialism does not avoid any of the costs incurred by private enterprise; it merely shifts these costs in whole or in part from the users of the service to the taxpayers. The private users who receive these benefits from public investment compete on this semi-socialistic, less-than-cost basis with self-supporting private enterprise.

Unfortunately, this semi-socialistic condition receives support from many of those who, in the abstract, strongly espouse free private enterprise and warn against the evils of socialism. They believe that they make money out of this situation—which is quite possible, because they divert to their own pockets the funds that have been derived by government out of general taxes. They advocate the expenditure side of socialism from the public treasury and exploit the free use of government facilities thus provided. They advocate socialism to the point of government financial responsibility for ownership and operation of the roadway and then insist that they be permitted to use the facilities socialistically provided, and therefore without charge, for their private gain.

What they do not seem to recognize is that in this way they encourage the infiltration of socialism. They are conniving with the Socialists in their purpose to use the proceeds of taxes on private enterprise "in the socialization of industry." They are opposed to socialism, they say, but in fact they embrace semi-socialism. They thus become parasites upon private enterprise. The hybrid course of these private interests is not logically defensible.

Here is the real point of the controversy and confusion in the matter of waterway transportation. The great

expenditures for waterway improvements cannot be justified on the principles of private enterprise unless the users pay the entire cost of the improvement and the equivalent of a tax for the support of government on the value of such property. It is not possible thus to mingle socialism and private enterprise within the same industry with any show of justice or equity. Such behavior jibes neither with the principles of socialism nor with those of private enterprise. Transportation charges are made low in one phase of the industry because that part of the full cost which is represented by interest and taxes on property is socialistically eliminated from the cost of operation. Furthermore, identity between those who pay the cost and those who receive the benefits is lost.

Competition, with its charges thus cheapened below true costs in this way, can progress to a point where a competing private enterprise is destroyed and all-out socialism takes over.

II—HIGHWAYS

The basic federal policy with respect to highways which is controlling today became law in the Goods Roads Act of 1921. Although reference was still made in this act to rural mail routes, it was in reality a pact between the federal government and the states to establish an interstate system of roads called the State Highway System on which to develop a competitive transportation agency. Expenditure for road and street improvements in 1921 amounted to \$1,413,356,000 and the total payments of fees and taxes by motor vehicle users amounted only to \$10.8 per cent. Federal aid was placed at \$75,000,000 per year, with the proviso that the roads "shall be free from tolls of all kinds." It was, therefore, still presumed that road and street improvements would continue indefinitely to be financed largely out of taxes, just as heretofore. Payment toward these increasing costs was made by owners of property alongside the roadway and these taxpayers could see for themselves what extensive and even destructive use was made of them by those from a distance who paid nothing. They did not like it.

An economic philosophy was needed to justify the great burden of taxes imposed upon private property for road and street improvements. The first expression of such philosophy came from a committee of the U. S. Chamber of Commerce in 1923, which declared:

Your committee frankly accepts the motor vehicle as an essential addition to the transportation agencies required in our modern life. It follows that improved roads to carry the motor vehicle are equally necessary. These highways are free to the general public and are built out of public funds, just as are schools, parks and many other improvements essential to public health and welfare.

This is obviously the concept of socialism.

In the Agricultural Yearbook for 1924, pages 97-184, there is an extended discussion of road improvement in which the Bureau of Public Roads (now the Public Roads Administration) undertook to state the economic philosophy of road improvement. It concluded that the analysis which it had made established the basis for fair distribution of the burden of highway expense.

County and local roads, being primarily of benefit to the land they serve, should be constructed and maintained with funds raised by county and local property taxes in the same manner that city streets are constructed and maintained by city property taxes. The main state and interstate roads, rendering general benefits to the whole state and to the whole nation and special benefits to the wide-ranging traffic that uses them, should be constructed and maintained in part by federal appropriations in fair proportion to the general federal benefits, in part by state property taxes levied in proportion to the general state benefits, and in part by special taxes levied upon vehicles in proportion to the special benefits derived by the traffic.

The bureau was still repeating this philosophy in 1932 when it declared that it seemed entirely reasonable and fair that all motor vehicle taxes should go to the support of the main state highways and that the total support of the local highways should be levied on the land.

User Charges Increased

This semi-socialistic position was maintained despite the fact that in the same year, in the April issue of the Scientific American, Thomas H. MacDonald, chief of the bureau, stated with respect to the purpose of highway improvement:

We are not investing the large sums we are pouring into this newest of the great works of internal improvement simply to provide pleasure roads for motorists. The purpose is much more serious than that, as I have tried to indicate. It is commerce as well as personal travel that we are providing for—a kind of commerce, an intensity of commerce, that will not be possible unless we have these roads. It is absolutely necessary that we build for trucks as well as for automobiles. (p. 225).

That is to say, highways are being built for transportation purposes, including both persons and property, to compete with other transport agencies. There is further and convincing evidence of this fact in the Federal Aid Highway Act of 1944, which provides for the selection of a 40,000-mile system of superhighways to connect industrial centers and also for three annual payments by the federal government of \$500,000,000.

It will be noted from these statements of policy that some part of the cost of highways is to be paid by the users. The state of Oregon found a means to achieve this purpose in an act (1919) that levied a tax of one cent per gallon on gasoline consumed as motor fuel in the internal combustion engine of the

motor vehicle. Other states quickly followed Oregon's example so that within a brief period taxes on gasoline became the chief source of highway revenue from motor vehicle operators.

This was the introduction of the idea of user-payment toward the cost of the highway. In this respect the policy of highway improvement has differed radically from the policy of waterway improvement. In fact, motor vehicle operators themselves have stated as an acceptable public policy that the users should pay the costs of highway improvement provided for them. This position would seem to accord with the philosophy of private enterprise—for, under it, while it is accepted as expedient that the government provide the road facilities as per socialism, all the requirements of private enterprise would be met by the users paying all the costs involved.

It would not appear to be too difficult a problem to determine the highway costs and to allocate these costs among the motor vehicle operators in accordance with the use they make of the highway, as in any private enterprise. This problem, however, has developed into a very complicated affair. In the past fifteen years, forty studies have been made of highway costs, of the allocation of these costs to and among motor vehicle users, and comparisons of these costs have been made with user payments. Using the same basic data the results have differed widely. Some have reached the conclusion that the motor vehicle operators have paid and are now paying their way. Others have found deficits. In not a single study, however, have the motor vehicle operators been charged with the total highway cost.

The records show that in the period 1921-1940 the total expenditures for construction and maintenance of roads and streets were in excess of \$41 billion, while the total user payments in that period amounted to \$14 billion. The amount by which user payments failed to meet total construction and maintenance costs was \$28 billion. This deficit of \$28 billion was shifted to the taxpayers. It follows also that the ratio paid by motor vehicle operators of the total costs of such operation was reduced by this amount.

How was it possible for these studies, using the same basic data, to reach such widely different conclusions and uniformly fail to charge total costs to highway users? The answer lies in the confusion that has arisen between the concept of socialism and the concept of private enterprise.

The three most comprehensive studies of a nation-wide scope are—

(1) Public Aids to Motor Vehicle Transportation, by the former Coordinator of Transportation (Coordinator);

(2) Public Aids to Domestic Transportation, by the Board of Investigation and Research—Transportation (B.I.R.), and
(3) Highway Costs, by Breed, Older and Downs, written for the Association of American Railroads (A.A.R.).

The proportion of the total costs of roads and streets allocated to motor vehicle users and to taxpayers is shown for these three studies as follows:

	Allocation to Motor Vehicle Users	Allocation to Taxpayers
A.A.R.	76.1%	23.9%
Coordinator	40.6%	59.4%
B.I.R.	43.8%	56.2%

The A.A.R. study, allocating 76.1 per cent of cost to highway users, showed for the period 1921-37 a deficit in motor vehicle user payments of about \$13 billion. The conclusion arrived at in the Coordinator's study, allocating 40.6 per cent to users, and the B.I.R. study, with 43.8 per cent to users, was that motor vehicle operators were paying their way.

Socialistic "Benefits"

The introduction of the concept of socialism is the only possible explanation for the great variation in results and the fact that the total of the costs of roads and streets was not allocated to motor vehicle users. This can be demonstrated by citations from the reports.

The A.A.R. report based its findings of less than 100 per cent of cost to motor vehicle users on "traditional uses" (p. 14) still persisting in the motor vehicle period. The allocation in the Coordinator's study is based upon such statements as follow:

General social and economic use which can not adequately be characterized as a strictly transportation use.

An immediate benefit of one kind or another from the highway [derived by everyone] (vol. 1, p. vii).

Benefits which transportation uses of the highways and streets confer on property are of major importance.

Costs which are not attributable to the motor vehicle as such but which are chargeable against the tax-supported general functions of government or against benefitted property (vol. IV, pp. 16-17).

The B.I.R. report states the matter in this way:

The total annual costs of roads and streets should not, however, be charged entirely against motor vehicle users as such because there are others who receive substantial direct benefits from these facilities. Thus, local roads and residential streets continue to perform their traditional primary function of affording access to specific locations, in this way conferring land service benefits to owners of property and adjacent residents. The fact that the motor vehicle has become the principal instrument of movement on these facilities does not alter this basic circumstance or make it appropriate to assign the major costs to the general stream of motor vehicle traffic. (p. 60).

The basis of "benefits," which is socialistic, rather than use, which is private enterprise, for allocating costs is most obvious in the Coordinator and B.I.R. studies.

There has been no clarification of this

confusion in the most recent and extensive study of highway costs made for the state of California. The idea is stated in that study as follows:

The road system in California, as elsewhere in the United States, has evolved as a large-scale example of democratic enterprise with the people acting through their government to provide themselves with necessary transportation facilities at minimum cost. (California's Highway Problem, Chap. 1, p. 1).

The thought is somewhat expanded later in these words:

Highways are a public undertaking, provided by the people acting through the instrumentality of the state to create necessary transportation facilities. The invested capital comes from the people themselves, through systems of taxation, and facilities are developed on the basis of the public's willingness to pay the cost. (*ibid.* p. 13).

It will be noted how closely this expression follows the provision quoted from the platform of the Socialist Party for the government development of the highway system "collectively owned and democratically managed" and that "the proceeds of these taxes are to be employed in the socialization of industry."

This socialistic concept of the highway has logically had a marked effect on the question of who should pay the cost. As set forth in the study, the principle adopted is: "The assignment of financial responsibility for highways is fundamentally a problem of determining who benefits from such highways and of apportioning costs accordingly." The further statement is made: "To determine who benefits from the various types of road it is necessary to analyze the three major beneficiaries:

1. Owners of land and property;
2. The highway users; and
3. The public and government." (p 40)

All "benefits" of these kinds are derived from every transportation agency, whether public or private.

Basis of User Charges

Private enterprise principles insist that the payments should be made by the users on the basis of use. To say, as the California study does, that payments should be made on the basis of "general benefits" is to follow the precepts of socialism. There are thus intermingled in the transportation industry the concepts both of private enterprise and of socialism, which leads inevitably to confusion.

The plain fact is that the roads and streets have been improved for motor vehicle use, that motor vehicles use them and that all so-called benefits of highway improvements are realized through the operation of motor vehicles, i. e. from transportation. All attempts to classify roads as being in "community or land service," as "access

roads," or by general use or local use, or "function," or long-haul and short-haul, or under federal, state, local or municipal jurisdiction, have for their purpose the shifting of some part of the burden of cost, in obedience to the concept of socialism, to the general taxpayer. It is an attempt to justify the intermingling of socialism with private enterprise. The result always is that funds derived from taxes on private enterprise are spent for improvement and maintenance of roads and streets for use by private enterprise buses and trucks for their own private profit. The identity of interest between the one who pays the cost and the one who receives the benefit is entirely lost.

So far as the concept of socialism has infiltrated the highway situation, the same confusion and controversy arises as in the case of waterway improvements. There is no difference in principle between the spending of government funds or of the taxpayers' money to provide a roadway for the use of motor vehicle operators and the spending of funds out of the government treasury for the improvement of waterways for the use of waterway operators. There is the same confusion and there results the same controversy because the idea and practice of socialism are intermingled with the concept of private enterprise.

III—AIRWAYS

The same hybrid condition is found in aviation. This fact can be shown by citing what government is doing for that transportation agency. Airports, representing the major fixed investment, are provided by government funds with little or no return in the way of charges. The government provides the airways, the intermediate or emergency landing fields, the lighting and the signals. It is the government that furnishes the essential weather service, and without charge. Millions of dollars are spent by government in research and experimentation for the improvement of airplanes and for greater safety in operation. In order to encourage the movement of mail by air the government has subsidized air carriers.

Private enterprise is limited in this field to investment in airplanes and their operation. The Idlewild Airport in New York alone represents an investment of public funds three times as large as the entire private investment in property of all scheduled air lines. Just at the present time a large number of air accidents has aroused the public and Congress is debating the subject. Criticism has been focused on the lack of federal appropriations for safety devices, radar and otherwise, rather than upon the operators for not providing

such improvements out of private funds.

Socialism has infiltrated far into this agency of transportation. This trend has been aided by emphasis upon the importance of air power in the case of war. Civil aviation has benefited from this situation. More public money has been expended in this field to the advantage of private enterprise in civil operation than probably would otherwise have been done. There is not, however, any essential difference in the results, whether provision of public facilities free of charge is obtained by emphasis upon "cheap transportation" by water, local benefits from highway improvements, or national defense by air. In each and every case private enterprise is enabled to exploit public property to its own advantage. Air transportation has been established and is being continued as an economic hybrid. It is a mixed economy wherein socialism and private enterprise are intermingled.

Increasing Difficulty

If air transportation were an isolated thing, operating in a field by itself, it could then be discussed on the basis of whether or not public funds derived from taxes paid by all the people should be spent on an agency that can give only luxury service. Travel by air is not the common man's interest or welfare, as is claimed for the common highway, but is only that of a select few who can afford it, even at subsidized rates. The fact is, however, that this agency competes with other agencies, one of which is a wholly private enterprise.

Thus, socialism competes with private enterprise—with the American Way—and private enterprise in the end finds it increasingly difficult to match the federal treasury.

* * *

Sufficient instances have been cited to demonstrate that the intermingling of these two antagonistic economic philosophies within the same field of economic endeavor has inevitably led to confusion and controversy which will last until one or the other concept is victorious.

The paradox in the situation which needs attention is that businessmen who are dyed-in-the-wool private enterprisers in their own businesses are willing to support the policy of socialism, at least part way, in transportation. It must be evident that they cannot expect both of these antagonists to win. Perhaps these businessmen are deceived by one of the many guises which socialism takes on in infiltrating private enterprise. It may appear as "a new and better way," such as the various "authorities" and government corporations—which are curious anomalies like little states set up within a state with the power to levy taxes, borrow money and carry

on business of their own, quietly hiding many of the indirect costs.

Socialism assaults the citadel of private enterprise continuously by promise, by threat, by blandishments, by roseate prospects of leisure and plenty for all with a smooth road ahead, and by hiding costs that must inevitably be paid by someone, even though indirectly. But the way of private enterprise is rough and tough and stubborn, calling for self-discipline and self-restraint, offering in its progress not only "blood, sweat and tears," but also personal freedom, political liberty and individual opportunity.

A Middle Course

Socialism can get along with private enterprise in the same economic and competitive field only by obeying the rules of private enterprise wherein costs are matched against revenues instead of "benefits," wherein users pay on the basis of use, and wherein the user payments are sufficient to meet construction and operating costs, interest on investment and a proper sum toward the support of government. In this way alone socialism in ownership of economic property can be made to harmonize with our American Way.

Our American Way is a middle course for private enterprise, rejecting on the one hand the extreme of individualism which is anarchy, and on the other hand the concept of socialism with its extreme of communism. We have chosen the middle course of freedom under law, with as little government in business and in personal affairs, with as great opportunity for individual development, thought and action as is compatible with the common interest. We have taught that a man's property, honestly secured, is his own; his home his castle; his family his responsibility; and his the opportunity to make the best of his capacity.

All forms of transportation are useful and to the extent they are useful they are worth being paid for by those who use them. The extent of expansion in the facilities of any agency out of tax funds should certainly be limited to usefulness worth paying for. The concept of socialism over-emphasizes usefulness and under-emphasizes costs by hiding them.

British experience affords a clear indication of the effects of intermingling socialism and private enterprise in transportation. Socialism has now won the day in Great Britain. The bill to nationalize transportation facilities is in its final stages of adoption. By its provisions, government takes over the property of railroads, motor trucks and waterways that are engaged in public transportation service and fences the private motor operator into a radius of 25 to 40 miles in order to prevent

any "sabotage of government operation." The transportation property to be acquired is valued at depressed prices. An entirely new rate structure is to be

devised by government. There is to be a practical government monopoly of all transportation. Do we want that in the United States?



The new Underwood copyholder in collapsed position for easy storage

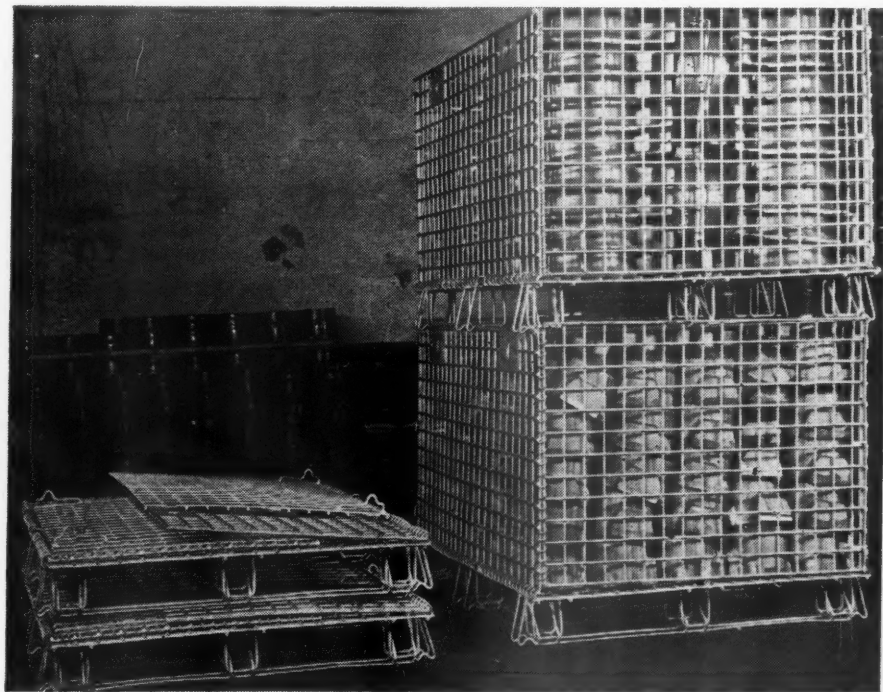
Underwood Copyholder

A typewriter copyholder that will accommodate widths of copy up to 36 in. by means of extensions has been introduced by the Underwood Corpora-

tion, 1 Park ave., New York. Two models are available—a portable model, and one for rear mounting which may be collapsed, thus permitting the copyholder to be closed with the typewriter in a dropwell desk. The latter type is said to provide convenient storage for the copyholder when not in use and to eliminate the necessity of removing it from the typewriter at the end of the day. The portable model is designed for use alongside typewriters or accounting machines and can be easily moved to any desired position on the desk.

Steel Wire Pallet

Announcement of a new steel wire pallet has been made by the Pittsburgh Steel Products Company, Pittsburgh, Pa. Welded throughout into a rigid, one-piece unit, this pallet employs rib-stiffened flat steel members for increased bearing surface. It is designed to permit vertical strapping on all sides and is said to combine maximum strength with minimum weight. The new pallet is available in two standard sizes—36 in. by 45 in., and 48 in. by 48 in.—and sides can be furnished to convert it from the platform type to the container type.



Collapsible container-type steel wire pallets

Railroads' Contribution to Total National Income Dwindles

THE ratio of the income produced by Class I railroads to the total national income was lower in 1946 than in any year since 1918, according to calculations by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission, presented in the latest issue of the bureau's "Monthly Comment." A tabulation of the relationships between these two figures at five-year intervals shows that the income produced by the railroads was only 3.26 per cent of the national total last year, while it was 5.75 per cent in 1919, 6.02 per cent in 1924, 5.57 per cent in 1929, 4.75 per cent in 1934, 3.96 per cent in 1939, and 3.47 per cent in 1944.

Employee Compensation

The same set of calculations shows also that the ratio of the compensation of railroad employees to railroad "income produced" (i. e., compensation to employees plus earnings on capital) rose to new highs in 1944 and 1946, while the earnings on railroad capital, including rents paid on road and equipment, reached new lows in those years. In 1946 compensation to employees took 82.5 per cent of income produced; the comparable percentage figures for previous years shown in the bureau's tabulations are: 1919, 72.6; 1924, 68.2; 1929, 63.1; 1934, 67.0; 1939, 69.5; and 1944, 73.5. Earnings on capital, according to this method of computation, in each year made up the difference between the percentage figures just given and 100.

Another tabulation in the "Comment" indicates the distribution between interest accruals, rents paid, dividends declared, and "business savings" (additions to surplus), of the earnings on railroad capital. While dividend payments in dollars were approximately four times as great in 1929 as in 1939, such payments amounted to 14.7 per cent of capital earnings in the latter year, as against 28.6 per cent in 1929. In 1944 the percentage was 16.6, while in 1946 the Class I roads declared dividends to the extent of 24.9 per cent of capital earnings as designated in this study. But in 1946, the bureau comments, "business savings" were only 4.7 per cent of capital earnings, having "almost reached the vanishing point."

Examining the distribution of earnings on capital by quarters in 1946 and 1947, the bureau finds that earnings in this category ranged as follows: 1946, first quarter, \$174.7 million; second

quarter, \$123 million; third quarter, \$288.8 million; fourth quarter, \$351.3 million; 1947, first quarter, \$245.9 million. Dividends declared amounted, respectively, to 32.3, 42.6, 14.2, 24.1, and 17.3 per cent of capital earnings in these quarters; that is, there was a substantial relative decline in railway dividends between the first quarter of 1946 and the first quarter of 1947. "This," the bureau remarked, "tends to explain the disturbance in the valuation of railway securities in 1947 and the high yield basis on which these securities have sold. . . . The failure of the railroads to earn their dividends and interest in the first and second quarters of 1946 accounts for the small business savings in the year as a whole."

With respect to revenues and expenses of Class I roads for May, as compared to April, 1947, and May, 1946 (when revenues were "considerably reduced" due to the railroad strike and "labor difficulties in . . . other fields"), the bureau reported that May, 1947, operating revenues were 36.0 per cent above those of May, 1946; freight revenue was 1.4 per cent more on a daily basis than for April, 1947, and 48.2 per cent above May, 1946; passenger revenue was 6.3 per cent above April, 1947, and 16.1 per cent less than in May, 1946; and "other" revenue, including mail and express, was 1.2 per cent less than for April and 34.8 per cent above May, 1946.

Operating Income

The bureau's study also showed that net railway operating income for May totaled \$75,728,895, as compared with a deficit of \$4,553,088 in May, 1946, while for the 12 months' period ended with May, 1947, the total net railway operating income was \$810,582,000, an increase of 56.6 per cent over the 12 months' period ended with May, 1946. Including materials and supplies, the total net working capital (current assets less current liabilities) of the Class I roads amounted to \$1,868 million on April 30, a reduction of \$198 million under the \$2,066 million reported on April 30, 1946.

According to the bureau, over 97 million gallons of Diesel fuel was used in freight service in the first four months of 1947, as compared with 645,000 gallons in the same 1941 period, while the volume of coal, fuel oil and electric current used in road freight service had increased 26.2, 46.5 and

20.3 per cent, respectively, in the same period of 1947 over 1941. Unit costs of each kind of fuel were "up sharply" in 1947, the bureau reported, the increases as compared with 1941 ranging from 17.8 per cent for electric current to 69.8 per cent for fuel oil. The cost of Diesel fuel increased by 42.5 per cent, as compared with increases of 61.2 per cent for coal and 69.8 per cent for fuel oil.

The bureau further observed that, in the first four months of 1947, Diesel fuel produced about 2½ times the number of gross ton-miles, both including and excluding locomotives and tenders, per dollar of fuel expense as that produced by coal or electric current and 2¾ times the figure for fuel oil. "These ratios in favor of Diesel fuel would all have been better than two to one even if the percentage increase in the unit cost of that fuel had been as high as that of coal or fuel oil," it commented in part. "Many Class I roads operate no Diesels in freight service. Of the 21,588 locomotives assigned to road freight service as of April 30, only 763 were Diesel-electrics. Diesels handled about 11 per cent of the gross ton-miles, both including and excluding locomotives and tenders in the 1947 period, as compared with less than one-tenth of 1 per cent in 1941."

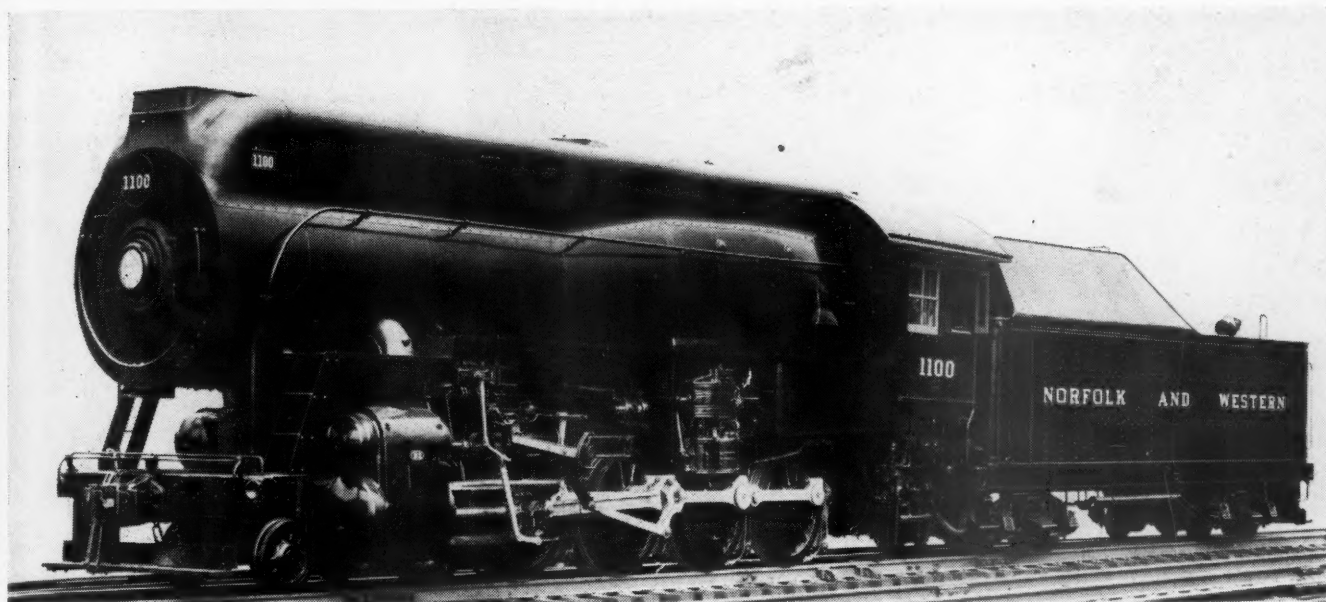
L. C. L. Traffic

Turning to less-than-carload and forwarder traffic, the "Comment" notes that 24,386,724 tons of l.c.l. freight were originated in 1946, resulting in revenues of \$479,837,957, an increase over the 1945 total of 20,833,149 tons originated which brought \$385,958,188 in revenue. The bureau said that longer hauls during the war years and the 1946 interim freight rate increase "presumably exercised" a "considerable influence" on l.c.l. revenues.

Forwarder traffic increased from 3,332,257 tons originated in 1945 to 3,625,103 tons in 1946, the respective revenues amounting to \$72,330,830 and \$85,217,053. The bureau observed, however, that "in the last three years forwarder traffic has failed to improve proportionately to the increase in the total potential for that traffic represented by l.c.l. and forwarder traffic combined."

At the same time, it was reported that the total amount of transportation purchased by freight forwarders ranged from \$129 million in 1942 to \$154 million in 1946, and that although the total transportation purchased in 1946 was 19.4 per cent above that of 1942, the tonnage of freight received from shippers increased only 7.8 per cent. The proportion of total transportation purchased by the forwarders from rail-

(Continued on page 52)



Norfolk & Western Steam Switcher Has Automatic Controls

Experimental locomotive designed for "around-the-clock" operation embodies fuel and water control systems permitting stand-by time without attention

EARLY in 1945 the Norfolk & Western became interested in the development of a switching locomotive which would burn coal and have a number of the advantages claimed for other types of switchers, such as high availability, flexibility, reliability and low overall operating costs.

Initially, it was determined that the locomotive should be mechanically fired to give a wide range of operating flexibility with respect to fuel available and engine capacity. A stoker, modified from a standard locomotive unit, was selected because of its reliability and record in other services. Because of the inherent simplicity of steam-jet coal distribution in locomotive practice, this feature was to be retained in the modified stoker.

Early in the preliminary study, automatic combustion controls were given consideration because it was felt that it was desirable to minimize manual attention during stand-by service. Since one of the principal functions of combustion control is to regulate the flow of fuel in proper proportion to the air supply, a study was made of a mechanically drafted system.

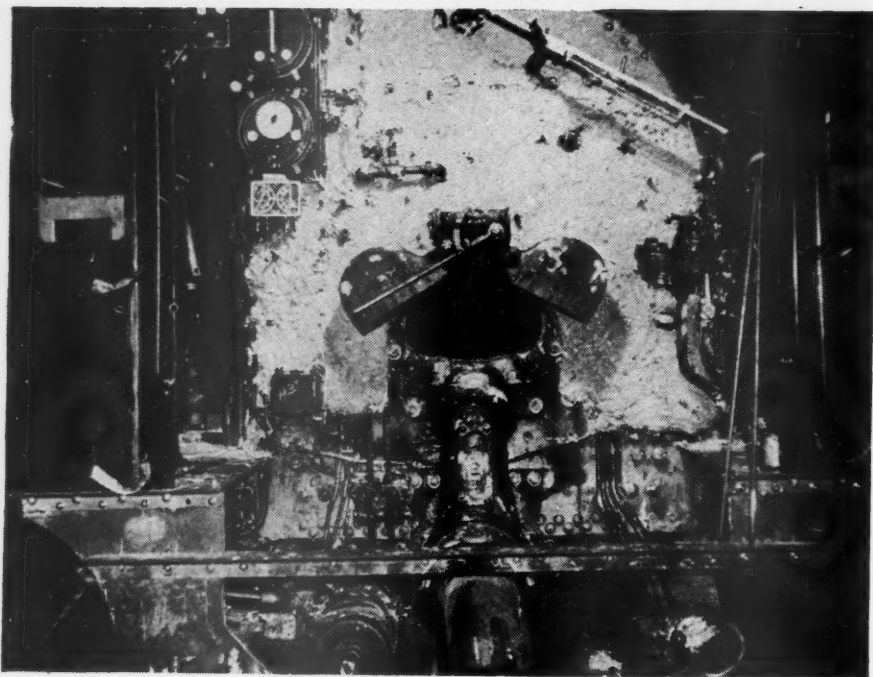
A large number of experiments with mechanical draft have been conducted on locomotives both in this country and in Europe. This type of locomotive drafting had not progressed for three reasons: First, fan operation was difficult to control by hand because of widely fluctuating loads common in locomotive practice, while no successful automatic control system had been devised to do this job. Second, in previous experiments it had been found that either the fans were of too little capacity or that fans of adequate capacity became too large for proper installation. Third, the abrasive nature of cinders passing through locomotive front ends caused rapid deterioration of fan blades. In recent years, however, successful combustion controls have been developed to a high degree of refinement and it was considered that control of the fan would not be a problem.

The art of fan design had progressed, particularly during World War II, to a point where high-speed fans of proper design were available for handling the air requirements of the proposed locomotive. New materials with excellent erosion-resistant qualities were also

available for fan construction. It was decided that with the recent experience on induced-draft fans, the drafting of the locomotive mechanically would present no particular problem. The use of a fan was considered seriously from the beginning since a successful means of controlling draft with a conventional locomotive nozzle has not as yet been developed. Therefore, it was essential, in selecting automatic combustion controls, that a mechanical draft system be used in order to meet operating conditions.

Preliminary proposals of a locomotive with a high ratio of radiant heating surface to convection surface were made by the engineering department of the Standard Stoker Company, New York, and these proposals were studied jointly by the motive-power department of the Norfolk & Western and engineers of the Standard Stoker Company.

In the final analysis it was decided that, because of shop schedules, the first step in the experimental work would be taken by converting an existing locomotive rather than by building a new one for application of the combustion equipment. This decision made possible



Backhead, without jacket, showing the Standard stoker installation and, at upper left, the Bailey Meter control panel. The feed-water pump regulator may be seen at the left of the firebox

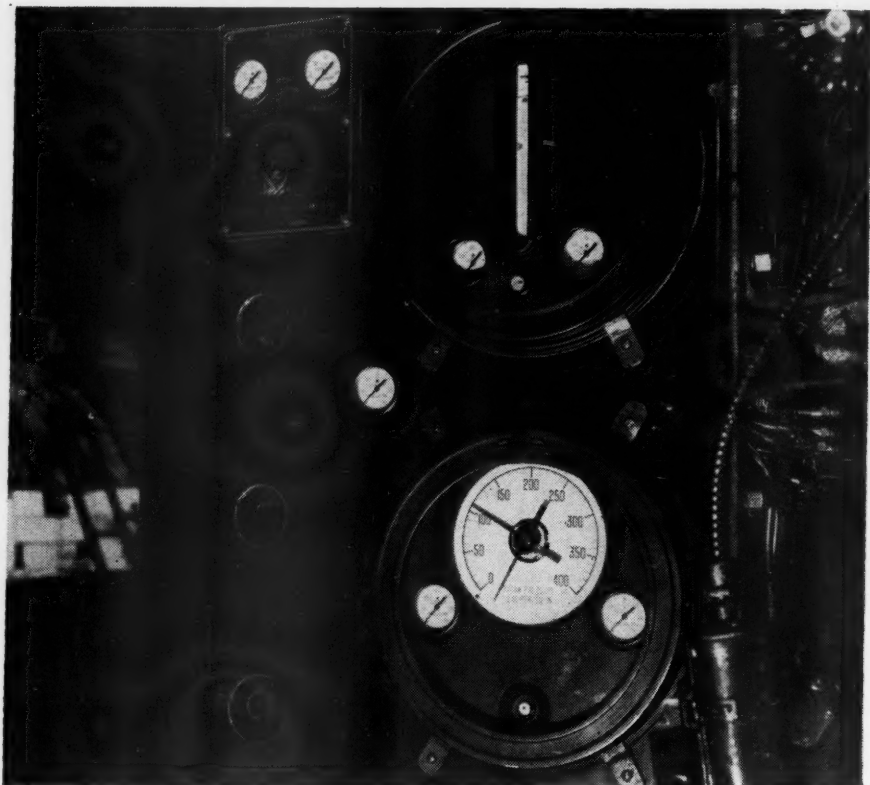
The control panel—Upper left: hand-automatic selector valve; upper right: Fuel-air ratio control; lower right: master steam pressure control

the study of the general arrangement and experience in converting existing switchers, of which there are a large number in service. Following this decision to convert an existing locomotive, an M2 class N. & W. locomotive, 12-wheel, 4-8-0 type, with grate area of 45 sq. ft. and 24-in. by 30-in. cylinders, was selected for the development. Following the decision by the railroad to proceed with the project, a detailed study of service requirements was made. The Bailey Meter Company, Cleveland, Ohio, was called into consultation on combustion control, and the L. J. Wing Manufacturing Company, New York 11, cooperated in the selection, design and manufacture of the draft system.

Control Apparatus

The proposed control apparatus included a controller actuated by boiler-pressure drop. Controls were to operate the fan, stoker jets and stoker. An auxiliary control system for stand-by purposes was proposed for supplying feedwater to the locomotive. Because of its simple operating characteristics, an induced-draft fan, driven by a steam turbine, was proposed. Due to the nature of switching service with respect to its influence on firing conditions, it was thought that an ashpan damper system should be included.

Final design features were as follows: An induced-draft fan, turbine-driven, was mounted in the front end of the locomotive. In order to install the fan it was necessary to make an extension to the locomotive front end. The design is such that the turbine and fan are installed in a separate housing as a unit which is easily accessible from



the front end of the engine. Live steam is used to drive the fan since it was found that to use exhaust steam from the cylinders of the engine would complicate governing the control of the fan and would be less attractive for overall economy reasons than to use live steam directly from the boiler. Exhaust from the engine cylinders, which would normally pass through the exhaust nozzle, was relocated as a free exhaust, through a silencer. The boiler was

rebuilt, with smaller flues, and a combustion chamber was installed for additional radiant heating area.

The stoker was modified so that the gear ratio was extremely high to give smooth operation at very low rates. A special feed screw was designed accurately to meter the coal in relation to the air supply furnished by the fan. Ashpan dampers were installed that are to close during idle periods when the fan is not in operation.

The control equipment as installed consists of a main pressure controller actuated from boiler pressure. Air flow to the firebox is controlled through a special controller which is actuated from the main pressure controller. The main pressure controller also actuates the steam jets for coal distribution and the stoker itself. Control of the speed of the stoker engine is obtained through a special hydraulic tachometer connected to the engine through a V belt. While these controls operate in parallel, they are adjusted so that as the boiler pressure drops from a predetermined figure, the fan starts first, then the steam jets for the stoker go into operation and finally the stoker is put in

service. With this arrangement the air flow to the firebox always precedes stoker operation, and in this way smoke is kept at a minimum. While the functioning of the controls depends on resistance due to air flow through the grates, firebox, tubes and front end, the controls are sufficiently flexible to take care of variations in fuel bed thicknesses.

During the initial stages of the development work it was considered desirable to use a cinder-collecting system on this locomotive and at the same time work is proceeding with the design of a cinder-trapping device which will entirely eliminate cinder discharge.

The experience gained so far with

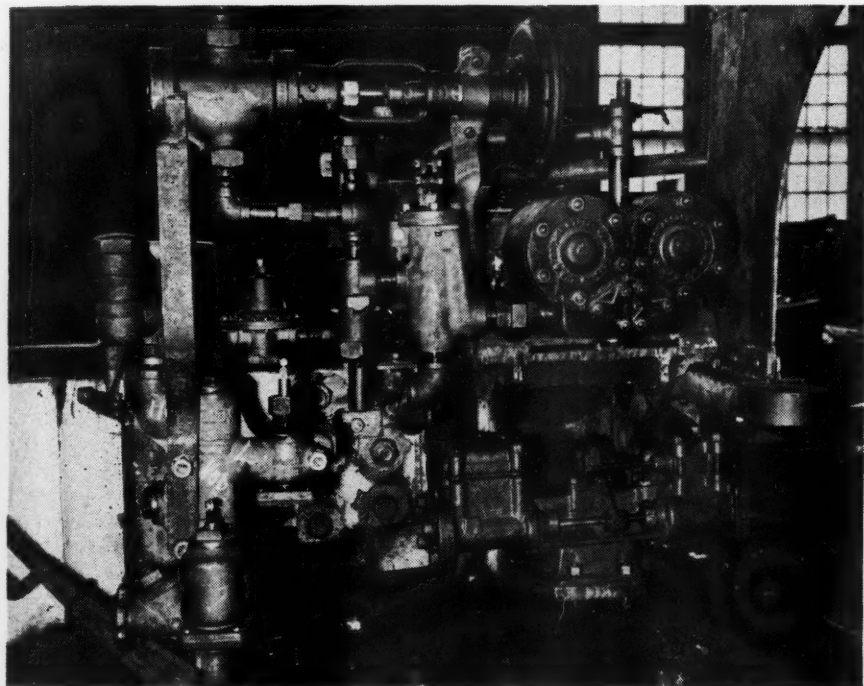
this locomotive indicates that the arrangement is entirely practicable and that coal-burning switching locomotives can be redesigned to incorporate an automatically controlled firing system using mechanical draft and a mechanical stoker, with the result that locomotives now considered costly to operate could show an improved overall economy.

Some of the advantages to be gained with this type of locomotive are: much longer periods between servicing; increased engine output due to lack of back pressure on the cylinders; less attention required from enginemen, thereby increasing the work that the engine may do in a given period; and better combustion due to the regulation of fuel and air supply, thereby contributing to a reduction of smoke.

Locomotive Improvements

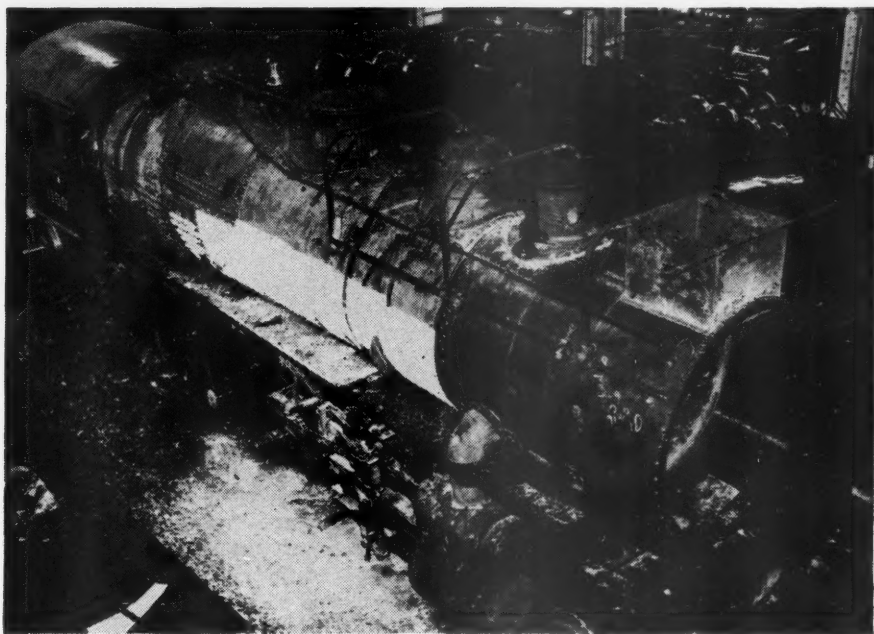
In the conversion of the N. & W. experimental locomotive a Standard HT stoker was installed along with Hennessey driving-box lubricators, extended mechanical lubrication, Type E Franklin radial buffer between engine and tender, overfire air jets and cinder ejectors to return the cinders collected in the front end to the firebox. The capacity of the tender was increased to 11,000 gallons of water and 20 tons of coal.

In applying the combustion chamber to the firebox, the heating surface of the boiler was changed from 4,315 to 3,215 sq. ft. as a result of shortening the flues and removing the superheater. No change was made in the firebox proper, the original brick arch being maintained. Dampers, steam-operated and automatically controlled, are used between the bottom of the mud ring and the ash pan on each side of the firebox.



The stoker engine and diaphragm-operated control valve are at the top of this assembly. The feedwater pump and the injector are below

Locomotive No. 1100 during conversion at the Roanoke, Va. shop. The new smokebox, fan chamber and induced draft outlet are plainly shown



General Dimensions, Weights and Proportions of Norfolk & Western Experimental Switching Locomotive No. 1100

Builder	Company Shops
Locomotive type	4-8-0
Road class	M-2
Road number	1100
Date built	1910
Date converted	1947
Rated tractive force, lb., (85 per cent)	52,457
Weight in working order, lb.:	
On drivers	239,530
On front truck	40,000
Total engine	279,530
Tender (loaded)	212,000
Tender (light)	80,000
Wheel bases, ft.-in.:	
Front truck	6-9
Drivers	16-0
Total engine	27-1
Tender	27-10½
Total engine and tender	70-0
Total engine and tender length, over couplers, ft.-in.	81-2¼
Driving wheels, diameter, outside tires, in.	56
Cylinders, number, diameter and stroke, in.	2-24 x 30
Valve gear, type	Walschaert
Valves, piston type, size, in.	15
Boiler data:	
Steam pressure, lb.	200
Firebox length, ft.-in.	8-4½
Firebox width, ft.-in.	5-4¼
Combustion chamber, length, in.	48
Smoke box diameter, outside, in.	84
Diameter, first ring, outside, in.	80
Diameter largest ring, outside, in.	91
Flues, number and diameter, in.	347-2¼
Length over tube sheets, ft.-in.	14-6
Arch tubes, number and diameter, in.	2-3
Fuel	Bituminous
Grate area, sq. ft.	45
Heating surfaces, sq. ft.:	
Flues	2,964
Firebox and combustion chamber	251
Arch tubes (included in firebox heating surface)	10.7
Total	3,215
Superheating	none
Total evaporative	3,215
Tender:	
Type	Rectangular water bottom
Water capacity, U. S. gal.	11,000
Fuel capacity, tons	20
Trucks	Four-wheel

The application of the fan for induced draft required an extension on the end of the smoke box. The fan, furnished by the L. J. Wing Manufacturing Company, has a capacity of 37,500 cu. ft. per min. when operating at a speed of 2,600 r.p.m. The rotor of the fan has seven blades made of No. 14-gage stainless steel, and is 42 in. in diameter. The blades of the rotor of the fan, in addition to being made of stainless steel, were chrome plated with a plating approximately .022 in. thick to resist abrasion of cinders and fly ash. Vertical U-shaped louvers interposed between the front flue sheet and the fan remove a portion of the cinders and fly ash which are collected in the smoke box and are returned by means of steam ejectors to the firebox. The exhaust from the cylinders is discharged into the front of the smoke box on the delivery side of the fan where it is mixed with the gases of combustion and passes out the stack.

The automatic controls for the boiler were furnished by the Bailey Meter Company. An air pressure of 28 lb. per sq. in. is maintained in the control system, the air being supplied from the main reservoir on the locomotive.

The controls consist primarily of three

instruments mounted on a panel on the left side of the back head of the boiler. A steam-pressure controller actuates in the proper sequence other instruments in the control system when the boiler pressure drops below the pressure for which the controller is set. A selector valve on the instrument panel permits changing from automatic to hand control. A third instrument on the panel is a ratio controller whereby the desired ratio of air supplied to the coal fired may be controlled and varied as desired. The steam-pressure controller supplies air in proportion to the demand upon the boiler to devices known as "Standatrols" which, in turn, furnish air at a somewhat higher pressure to operate diaphragm steam valves for the fan, stoker blast and stoker. By these controls the amount of air induced by the fan as draft through the firebox and the amount of coal delivered by the stoker are proportional to the demand being made upon the boiler for steam. Incorporated in the ratio controller and actuated by a differential in the draft over the fire bed and in the smoke box is a governor which maintains the correct operating speed of the fan. An oil tachometer driven off of the stoker engine automatically controls the speed of the stoker engine.

For the purpose of maintaining the

desired water level in the boiler when the locomotive is left unattended in stand-by service, a duplex steam pump, furnished by the Worthington Pump & Machinery Corp., Harrison, N. J., has been installed on the left side of the locomotive under the cab. This pump, which has a capacity of 19 gallons per minute, is controlled by a thermo-hydraulic feedwater regulator mounted on the back head of the boiler.

The boiler is equipped with a low-water alarm and drop plugs in the crown sheet.

These improvements make it possible to keep the locomotive in service 24 hours a day with the exception of the time necessary to fill the lubricators, clean the fire and fill the tank with water, and the time required to re-coal the tender, approximately once every 48 hours, depending upon the service performed. The combustion has been improved with a reduction in the amount of smoke and a reduction in the cylinder back pressure resulting from eliminating the use of exhaust steam for drafting purposes. Maintaining the boiler pressure by automatic controls allows the fireman more time for observation and the safety of operation. The automatic controls further permit the locomotive to be left unattended when desired.

Railroads' Contribution to National Income

(Continued from page 48)

roads varied from 69.6 per cent in 1944 to 71.4 per cent in 1946, while the average weight of shipment received by forwarders dropped from 494 lb. in 1945 to 473 lb. last year.

Pullman Returns

Commenting briefly on the operations of the Pullman Company, the bureau reported that, compared with the same period of 1946, Pullman Company returns for the first four months of 1947 showed a decrease of 21.6 per cent in total revenues but "still a greater decrease" of 23.6 per cent in operating expenses. Pullman carried 23.1 per cent fewer passengers in the four months of 1947 than in the comparable 1946 period; its total passenger-miles declined 45.3 per cent; and although the average journey per passenger was 269 miles shorter this year, the average revenue per passenger was 37.7 per cent higher.

"During the early months of 1946, the Pullman Company handled a huge volume of long haul troop traffic to demobilization points as personnel was returned from both the European and

Far Eastern fronts," the bureau said. "This situation as well as the lower Pullman charges for much of the troop movements are obviously related to the differences in the operating results for the two periods."

With respect to motor carriers of passengers, the bureau disclosed that the 1947 returns of 359 intercity and local or suburban motor carriers, as compared with the first quarter of 1946, show a decline of 10.2 per cent in total operating revenues, an increase of 6.9 per cent in total expenses and an increase of 15.3 per cent in average operating ratio.

The bureau added that "slightly more" bus-miles were operated by the intercity carriers in the first quarter of 1947, as compared with 1946, and that 5.0 per cent fewer passengers were carried. It said that local or suburban carriers, however, showed an increase of 5.7 per cent in bus miles, as compared with the first quarter of 1946, and a "very slight increase" in passengers carried. "Comparison of the changes in revenues of the intercity carriers and in passengers carried suggests a reduction in the length of the average journey," the bureau commented, adding that net income, after income taxes, was down about 90 per cent for the two groups of bus operators.

C. N. R. Fights Freight Loss with New Weapons



Contact-size prints of photographs taken by inexpensive box cameras are 2 3/4 in. by 4 1/4 in. This print (above) shows loading defects in the semi-dark interior of a box car. "Value box" (left) utilized by the C. N. R. in assigned movements of high-value, small l. c. l. shipments

switching. Yardmasters, trainmasters and train crews have been given the dictum: "If it's a case of delaying the train, or damaging the freight, delay the train." The supervisors regard 4 m.p.h. as the optimum average speed for yard and industrial switching, although crews are not held strictly thereto, except when switching cars containing perishable commodities. The Central region alone has 18 impact recorders in service at all times, which have proven valuable in isolating the areas of improper switching and road handling.

Regional "Overage" Reports

Shortly after the creation of the position of supervisor of claim prevention, individual district "over, short and damage" reports, compiled by individual agents and checked by district operating offices, were superseded by regional "overage" reports. Compiled by the supervisor of freight claim prevention in each region, these monthly reports contain the "overages" of all districts in the region. They are distributed not only to every agent in the region, but also are sent regularly to claim prevention staffs of all other regions of the system.

Agents receiving these reports are instructed to check the list with their shortages, and if any item thereon fills a shortage, to take up the matter direct

THE ratio of claims paid on freight loss and damage on the Canadian National System in 1946 was 0.76 per cent of gross revenues received for freight service. This compares with a composite ratio for all railroads in the United States of 1.58 per cent during the same year.

Claims men in the United States express the opinion that this difference is due, in large measure, to the bulk nature of the freight hauled by the Canadian road and to more stringent packing requirements in the Dominion. Nevertheless, they agree that the record of the C.N.R. is excellent and that managerial innovations may be responsible in part for the fine loss-ratio maintained by the system.

Special Operating Personnel

"To correct any operating practice that would lead to claims" was the mission assigned by President R. C. Vaughan of the C.N.R. to newly-appointed supervisors of freight claim

prevention assigned to each of the five regions of the system during March, 1943. The positions thus created and the staff assigned thereto constituted an entirely new departure in the administration of the railroad and were designed to create a full-time office reporting directly to the operating department, with jurisdiction over any operating practices affecting freight loss or damage. The regional supervisors work directly through the four or more general superintendents of transportation in each region.

Generally speaking, the supervisors of claim prevention are authorized "to investigate any transportation failure leading to claims." Their field of activity includes analysis of freight station operations; the loading and unloading practices of shippers possessing private sidings; the handling of cars in assembly and classification yards; and road handling of freight trains. In the Central region, for example, the operating department has pursued an "all-out" campaign against rough

with the agent at the station reporting the overage, with advice to the supervisor of freight claim prevention upon completion of the matching procedure. In this manner, the supervisor is relieved of tracing individual shipments, and the matter is placed in the hands of the men most familiar with the items themselves.

Cameras Tell the Story

On the Central region, the furnishing to the supervisors of freight claim prevention and their field staffs of inexpensive cameras fitted with photoflash attachments has proved highly successful not only in equipping claims men with the facts, but also in providing prevention men with incontrovertible proof when dealing with operating practices leading to freight loss and damage. The supervisor and his field employees on the Central region carry with them "Ansco Pioneer" box cameras, using 2 $\frac{3}{4}$ in. by 4 $\frac{1}{4}$ in. roll film, and fitted with photoflash light bulb attachments which are synchronized with the shutter press-lever. The entire apparatus costs approximately \$4, including camera and flash attachment. The films are sent to regular commercial photographers for printing and development. A typical photograph taken by claims prevention men on the Central region, reproduced herewith, indicates the effectiveness with which this inexpensive camera is able to reproduce a loading pattern in a semi-dark box car interior.

To prevent loss and damage—especially by theft—of high-value, small shipments moving in less-carload quantities, the Central region of the C.N.R. has experimented for the past year with a simple, permanent, movable container, known as a "value box." Constructed in company shops, this device is made of one-inch tongue-and-groove lumber and is fitted with a lid and hasp lock to protect the contents against pilferage. Each box is fitted with four Stewart-Warner castors—two of the rigid and two of the swivel type. The wheels are of Atlasite rubber composition.

At the present time, 22 of the "value boxes" are assigned to the Montreal (Que.) freight house and are being tested in the movement of small-lot shipments of tobacco and of nylon stockings.

Of the 22 boxes, 4, classed "small," are 5 ft. by 5 ft. by 4 ft. high; 10, classed "medium," are 5 ft. by 5 ft. by 5 $\frac{1}{2}$ ft. high; and 8, classed "large," are 6 ft. by 5 ft. by 6 ft. high. "Medium" and "large" boxes are each fitted with a drop-lid on one side, coming within one foot of the bottom, while the "small" boxes have top lids.

All of the boxes are marked "To be returned to Montreal" and are currently used in assigned service for shipments

within the Central region. The keys for each box are sent by the origin freight station to the destination freight agent by registered railroad mail. Upon receipt of the "value box," the destination agent returns both the box and the key to Montreal, waybiling the box empty "on company service," and forwarding the key by registered railroad mail.

COMMUNICATIONS . . .

Reform Needed in Bankruptcy Procedure

CHICAGO

TO THE EDITOR:

I have no doubt that railroad management interests associated with Wall Street, and with institutional and "banker" control, will be at your throat, condemning you for the forthright conclusions reached in the editorial in your issue of June 14 entitled, "Why Withhold Solvent Railroads from Their Owners?"

Let me take this opportunity to congratulate you for piercing the fog of argument surrounding section 77 proceedings, and stating succinctly what is the matter with them.

Let me further give you some illustrations, taken from recent testimony before House and Senate committees, of the solvency of these properties still held in shackles by technicalities:—

Recent Earnings.—A comparison of the eight largest "insolvent" systems with fourteen of the biggest and best railroads in the country, headed by Atchison and Atlantic Coast Line, showed that during the last twelve years the "insolvents" have gained twice as much in proportionate momentum of earnings. To state it exactly, during the latest 8 years, the "insolvents" as a group gained 1.32 per cent in first quarter net railway operating income over the results for the 10 years 1936-45, while the solvents in the same period gained 1.17 per cent. These data were submitted in response to questions regarding the significance of the remarkable 1947 first quarter results of the "insolvents."

Historical Earnings.—Nearly all of the so-called "insolvents" have earned their fixed charges and to spare over a period of 25 years.

Assets.—The "insolvents" have gained more during the last ten years in current resources and capital expenditures *per mile*, than the "solvents." When you consider the extremely heavy expenditures per mile that have to be made by roads like Chesapeake & Ohio, Louisville & Nashville, New York Central and Pennsylvania, all included among the "solvents," this is all the more remarkable. The total figures of gain in resources (gross capital expenditures plus net working capital) per mile for the ten-year period are—solvents, \$29,879; insolvents, \$34,143.

Service of Debt.—Contrary to general supposition, the record shows that the so-called "insolvents" have given substantial attention to their creditors. Merely the

The "value boxes" have thus far proved highly successful in combating theft and preventing damage to small, fragile and valuable shipments. The railroad contemplates a wider application for the protection of l.c.l. lading.

The "value boxes" were designed and placed in experimental service by H. D. Angus, supervisor freight claim prevention, Central region of the C.N.R.

four largest "insolvent" systems have paid out in cold cash over half a billion dollars in principal and interest during the last eight to ten years (and more over the total period of bankruptcy).

Federal Taxes.—On top of the above, over a quarter of a billion dollars has been paid to the federal government in *income and excess profits taxes*—by these railroads that allegedly have no equity for their stockholders. It was that equity that paid these taxes! For the ten years 1936-45, "solvent" roads paid 6.45 per cent of their gross in federal income and excess profits taxes, "insolvents," 5.67 per cent. Not bad for a bunch of poverty-stricken ne'er-dowells.

Turnover of Securities.—Allegations have been widely made about changes in stock ownership during bankruptcy. If any given percentage of present stockholders are different persons from those of fourteen years ago, this must be compared with the corresponding turnover of bondholders. If, as shown by the record, bonds have changed hands far more than stocks, then are not the bondholders *ipso facto* less fit to take over the railroad?

I personally believe the whole subject of speculation and turnover of holdings has been exaggerated in importance. But in so far as significance is attributed to it, this significance is adverse to the opponents of the Reed Bill.

Let me quote to you what some of these *opponents* (Root, Clark, Buckner & Ballantine) said in hearings on the previous Reed bill (H.R.4779, 79th Congress, page 36 of the printed record):

We have no possible means of knowing whether speculators are making big profits. It is, of course, true that bonds of the Rock Island issues sold at very low prices at times during the 1930's. Those who bought then have a profit now which they can realize by sale in the market of their present securities or by waiting and selling the new securities following reorganization. Whether they would make more or less in taking one course or the other is a matter of guess. We see no constitutional way of taking their profits away from them, or how the fact they bought bonds at a low price constitutes an injury to any other security holder of the Rock Island.

Where, and from what angle of approach (particularly in view of the salutary provisions of paragraph (11) of section 2 of the Reed bill), can anyone really criticize the right of Rock Island stockholders—not to recover any pre-stated value of their stock—but to resume negotiations in the light of present circumstances?

On every criterion that forfeiture advocates can advance, the argument is against them. Each new "statistic" they dig up, when pursued to its logical conclusion, is found to sustain present solvency. The

forfeiture advocates made a great deal of the issue of earnings before the war; then during the war they minimized the earnings as temporary; now, when the "insolvents" as a group are forging ahead of the "solvents" in earnings as in everything else, the advocates of forfeiture haven't a leg to stand on.

So now they argue that, anyway, reorganization by negotiation would be impossible for the Rock Island and others. What do they know about it? The forfeiture advocates hold only minority amounts of bonds, sometimes very small minorities. What right have they to say that the directors of the Rock Island, if given a chance, could not successfully negotiate a very sound reorganization with the majority of creditors?

CARTER H. HARRISON, JR.

Emphasis on Ownership

NEW YORK, N. Y.

TO THE EDITOR:

The term "stockholders" should be abandoned and "stockowners" substituted for it. Stockholders are supposed to be a few rich individuals or banking houses, while stockowners means the general public—investors, savings banks, insurance companies, churches, hospitals, libraries, colleges, beneficent societies, etc. I have been advocating this change for some years. The "stockholder" has been made the "goat" whereas he—the stockowner—provides the industry of the country and is more important to the public than the bondholder, who is merely a money lender and cares only for his interest.

WILLIAM A. DUREN

Says Railroad Men Should Travel More

EAST ORANGE, N. J.

TO THE EDITOR:

Your recent editorial "If Good for One, Why Not for Others?" has provoked me sufficiently to suggest a reason for the condition described.*

In the past five years, I have traveled 100,000 miles by rail in the Middle West, Eastern and Pocahontas regions, trying to see as many different roads as possible. So far, I have seen 25 per cent of the nation's route mileage, and I have talked with everyone from presidents down to platform sweepers. I have been amazed at what I have heard.

I can divide railroad men into three categories—those in the top levels of all departments, the people who do the actual work, and those in between these two. Officers in the top levels know how to run their own railroads, but they don't know how other lines are run. I have been sur-

prised at the number who have never heard of most Class II and Class III lines. Perhaps it is unreasonable to expect them to know these things, yet how can these men operate their roads without knowing something about other lines and their affairs?

Those who do the work know their own jobs quite perfectly, and through friends or relatives they have a faint idea of how those same jobs are done on some other roads. But their knowledge of other phases of their own companies' activities or plant is generally inaccurate. I have been told innumerable times by members of train crews that a certain grade on their line was the steepest in the country (or state), when such was far from the truth. One brakeman insisted that a certain part of his own railroad was that of another carrier 40 mi. away. A fireman on a freight Diesel told me that Diesels "broke" a competing carrier (which had emerged from receivership months before), and that they would "break" his road also. Their beliefs regarding financial matters are fantastic, especially with respect to ownership or control. As for his own job and immediate territory, the man in this category knows them 100 per cent.

The "in-betweens" are a combination of the two other groups mentioned. So well insulated are the people in this group from the actual work that they don't know all of what's taking place on their own roads, nor do they know what other roads (or other divisions of their respective lines) are doing.

Why do these conditions exist? Why aren't they corrected? The answer is easy, I believe. No one requires these men to know any more. There is no incentive to broaden or correct an individual's knowledge of his own road or its competitors'. Little attempt is evident on the part of the upper levels to educate those below. A new employee gets his information from limited, misinformed sources connected with his work. If he advances, he spreads his erroneous impressions. (And union periodicals aren't noted for their constructive efforts, either.) The top level is too busy running the business to worry much about the endeavors of other lines, unless the information comes via the "silver platter" method.

So, the reason for one line having a good thing and another line not having it is that the men on the second line are uninformed, or misinformed, or too busy to become properly informed. Railroad travel is cheap for a railroad man; yet few use this unequalled privilege. I believe that the situation can be remedied by requiring a new employee to see (free) his entire division. For each advance, he should be required to see another division (or more), and to note how his kind of work is performed elsewhere.

At the middle of the ladder, he should be required to cover (free) the lines of adjacent or connecting carriers. Reading articles in employees' magazines cannot produce the results of travel on the line. The statements "nothing is more broadening than travel," and "one picture is worth a thousand words and one look is worth 10,000 pictures," weren't made to be witty. The railroads can well afford to heed them.

ROBERT A. LEMARRENA

Who Said Railroads Want College Graduates?

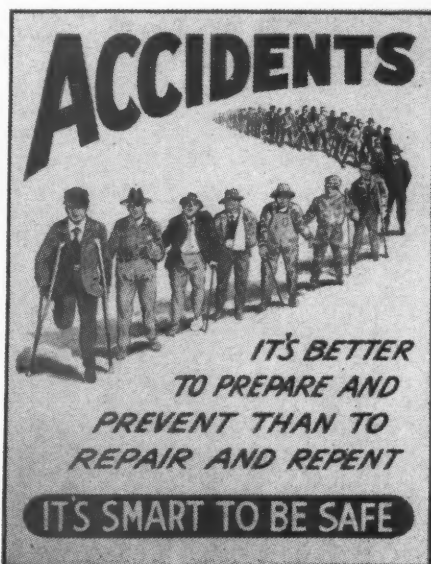
GILLETTE, N. J.

TO THE EDITOR:

For some time now, articles have been appearing in various issues of *Railway Age* concerning the need for young technical graduates in the engineering departments of the railroads of the country. Either the gentlemen who wrote these articles are just writing to get their names in print or they do not know what they are talking about.

Since 1941 I have applied to about a dozen different railroads in the eastern part of the country for a position as an apprentice engineer, but for some reason no railroad has said it needed any young blood. About a year ago, after I got out of military service, I went to the superintendents of telegraph and signals of three large eastern roads to see about obtaining an apprentice engineering position. They all told me the same thing—they did not have any room or were not hiring because of the decline of business. And there was the question of age. After a second trip to one office, I went directly to the chief engineer to find out exactly what the situation was, and you could have knocked me over with a feather when he told me that I was too old to start in their apprentice engineering course. (I was 26 at the time.) I was disgusted with the turn of events, but when a person has been avidly interested in railroads for half his life it's hard to keep him down, so I never lost hope of getting a railroad job. On January 6 of this year I finally started working on a railroad—not as an apprentice engineer, but as a signal helper. I am satisfied that I have gotten a start, and especially since I was promoted to assistant signalman in one month's time, and am now studying for the maintainer's examination.

PHILIP E. BUCHERT



Poster No. 287, the August installment of the A.A.R.'s "All the Year—Every Year Safety Program," now being distributed

* The editorial, which appeared in *Railway Age* of April 12, brought out the fact that there are many important, and apparently cost-saving, practices in property maintenance that are in use by only one or a few railroads, and suggested that it would be worth a great deal to the railroads to determine why such practices are not used more extensively.—EDITOR



The Lawson No. 200 restaurant can

Restaurant Can

Production of a new 25-gal., 18-gage galvanized restaurant can of seamless construction, known as Model No. 200, has been announced by the F. H. Lawson Company, Cincinnati, Ohio. A heavy steel reinforcing ring welded to the bottom of the can, a large roll-rim top, and heavy rigid handles are said to add to its durability and the ease with which it may be handled. Due to the seamless construction producing a smooth inside surface which may be easily cleaned, and the snug fitting cover, its use in and about depots, restaurants and Pullman cars is claimed to be particularly advantageous.

Fighting Oil Fires

Bowser, Inc., Fort Wayne, Ind., is now offering a special arrangement of fire-fighting equipment that is especially designed for quenching fires in gasoline and fuel-oil storage tanks. This arrangement incorporates two types of equipment, namely, the Bowser Fog Thrower and a newly-developed automatic device for setting the Fog Thrower in operation on the occurrence of a fire in the tank being protected. The special arrangement incorporating these devices is known as the Automatic Tank Extinguisher.

During a recent demonstration of the tank extinguisher at the plant of the Akron Brass Company, Wooster, Ohio, which manufactures part of the equipment, the performance of the device was witnessed by 14 railway safety officers, representing six railroads. In this demonstration it was reported that a fire in a 15-ft. tank of Diesel fuel oil was extinguished in a quarter of a minute by the Automatic Tank Extinguisher.

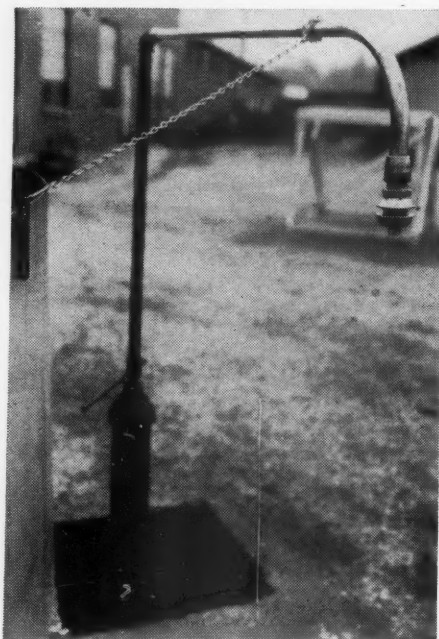
Each set-up of the extinguisher consists of a series of swinging pipe arms,

each fitted with a Fog Thrower at the end and each attached to the tank by a chain terminating in a fusible link. Each of the arms is mounted in a horizontal position at the top of a vertical pipe in such a manner that when the heat of a fire causes the link to fuse the arm swings around to a position over the tank, automatically tripping a valve below the frost line of the ground. As a result, clouds of minute water-fog particles are released over the tank, engulfing the flames and heat, or giving protection against damage from fire in

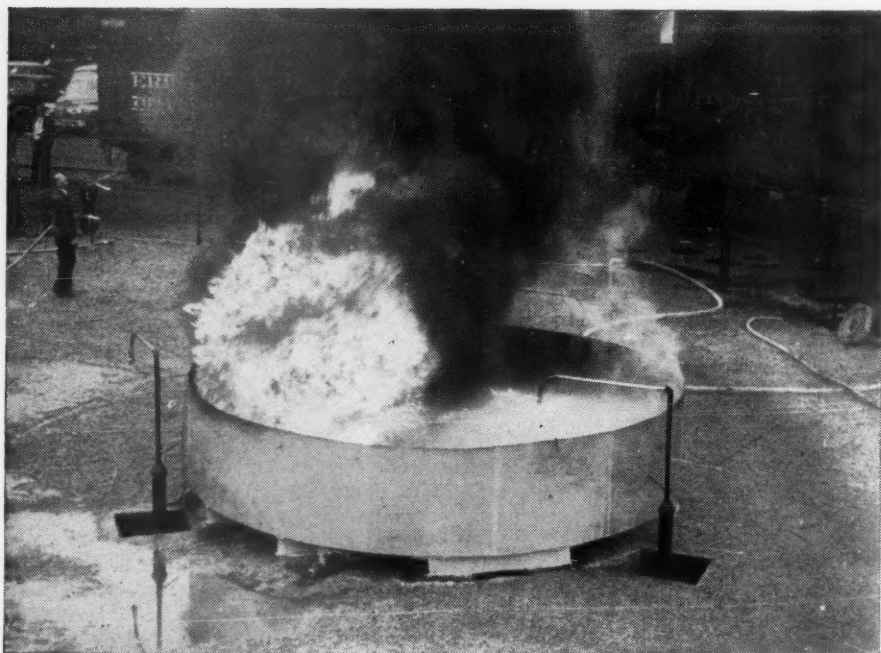
an adjacent tank or other structure. In the tests at Wooster three swinging pipes with nozzles were installed around the 15-ft. tank used in the test, but it is pointed out that this number can be varied as desired in accordance with the size of the tank being protected.

The apparatus is designed to function on the theory that any fire in the tank can be located only at the vent, or where the dome or top has been ruptured. None of the operating mechanism is attached to the tank and no openings are required for installations; hence it is said, periodic tests and inspections are possible without disturbing the tank or its contents. Water pressure requirements are said to vary usually from 50 to 120 lb. per sq. in., depending on the nature of the fuel being protected and the diameter of the tank. Multiple screens in the piping system and fog nozzles are said to afford protection against any interference with the formation of fog when the nozzles are in operation.

Another phase of the demonstration at Wooster was designed to show the insulating qualities of water fog. In this aspect of the test a piece of plywood, held only a few inches from a butane gas flame, was sprayed with fog. It was reported that no evidence of fire could be found when the wood was protected by the fog "blanket," but that when the fog was removed the board scorched quickly. In still another test a fog-thrower unit, consisting of 50 ft. of $\frac{3}{4}$ -in. or 75 ft. of 1-in. hose terminating in a fog nozzle and mounted on a brass swivel, was used to extinguish gasoline and oil fires in drums and under gravel.



One of the swinging-arm units comprising the Automatic Tank Extinguisher. Note fusible link on tank rim at left



The effect of one swinging arm of the Automatic Tank Extinguisher on flaming Diesel fuel oil. The flames in more than a third of the tank have been extinguished

GENERAL NEWS

Unemployment Tax Cut Plan Opposed

Crosser and others urge House
to turn down Howell
amendments

Nine members of the House committee on interstate and foreign commerce, headed by Representative Crosser, Democrat of Ohio, have filed with the House a minority report on H.R.3150, the bill introduced by Representative Howell, Republican of Illinois, to strike from the Railroad Unemployment Insurance Act the sickness and maternity benefits added last year by the Crosser Law and to place the unemployment insurance tax on a sliding-scale basis which would immediately reduce this levy—paid entirely by the railroads—from 3 per cent to $\frac{1}{2}$ per cent of the taxable payroll. As noted in *Railway Age* of July 5, page 59, the Howell measure has been favorably reported to the House by a majority of the committee.

According to the minority report, neither the Howell bill "nor any other bill" could remove non-occupational sick and accident insurance from the R. U. I. A. because "the act does not provide for such insurance." "The amendments made to the . . . act by the 79th Congress . . . included in compensable unemployment such unemployment as is suffered by those who are temporarily incapacitated for work," the report said, adding that they provide (1) no indemnity for sickness or other incapacity; (2) no reimbursement for medical, hospital or subsistence expenses or indemnity for suffering or impaired earning capacity; and (3) no benefits to anyone who does not lose working time or whose wages or salary are paid irrespective of the loss of working time.

Crosser for Insurance—"Under the . . . act," the report continued, "the only beneficiaries are those who suffer a loss of wages by being kept from their employment. Those who suffer such unemployment are compensated solely for that unemployment in the same way, and at the same rates, as any other unemployment is compensated."

The dissenters to the Howell bill also asserted that the unemployment payments do not compete with commercial health and accident insurance. They said that the Crosser amendments should prove to be a "stimulus" to the health and accident insurance business of private insurance companies, rather than a hindrance, because "it will make railroad workers more insurance conscious."

"A great deal of confusion has been created by the labored efforts of supporters of the Howell bill to drag into the dis-

cussion of unemployment insurance a distinction, wholly irrelevant to that subject, between occupationally connected incapacity and that which is of non-occupational origin," the report went on. "Such a distinction is, of course, highly significant for workmen's compensation purposes but is absolutely irrelevant to unemployment insurance. Workmen's compensation . . . necessarily includes only industrially connected injuries or diseases. Unemployment insurance . . . is simply a means for providing through social means a partial indemnity for the wage loss suffered when a wage earner is prevented from earning the wages upon which he usually depends for support for himself and his family. . . . These types of insurance are in no way based upon industrial causation. No industry is responsible for the fact that workers grow old. Eligibility for survivor benefits is not predicated upon the death of the wage earner having been industrially connected. It is clear also that business and economic conditions rather than industrial fault are responsible for the unavailability of employment."

See Nothing New—After observing that the tendency to confuse the philosophy of unemployment insurance with that underlying workmen's compensation is "perhaps accentuated" by the fact that it is the "established American policy" to support unemployment insurance funds by pay-roll taxation levied exclusively on the employer, the minority members held that the Crosser amendments "did not establish a new policy in assessing upon employers the cost of the unemployment that was made compensable" by those amendments.

"From its inception," they stated, "the . . . act has embodied the established national general policy of supporting unemployment insurance with the proceeds of a 3 per cent payroll tax on employers, and the 79th Congress merely applied the available proceeds of the pre-existing tax to the payment of the new unemployment benefits just as they were already applied to the previously provided benefit payments."

"In utilizing the revenues available from the pre-existing tax to provide more adequate protection, rather than tax reduction, the 79th Congress was likewise following established national policy. The basic assumption of the proponents of H.R.3150 is false. They argue as though adequate benefit standards had been set in the beginning and their cost had been overestimated, in consequence of which the employers were overcharged. Historical evidence . . . shows that when the national policy with respect to unemployment insurance was established, it was determined that 3 per cent of the payroll was the proper proportion of the national income to devote to benefits. Through excess of caution and lack of ex-

(Continued on page 60)

Calls A. F. Whitney Unregistered Lobbyist

Congressman says report by
B. of R.T. president re-
veals such activities

Representative Owens, Republican of Illinois, last week made public evidence from which it "clearly appears" to him that A. F. Whitney, president of the Brotherhood of Railroad Trainmen, is "maintaining a lobby" in Washington without having complied with the lobbyist-registration requirements of the Legislative Reorganization Act passed last year. The evidence was a June 16 circular wherein Mr. Whitney appealed to delegates to the brotherhood's latest annual convention for endorsement of expenditures he has been making in connection with a "public relations" program which is opposed by two members of the B. of R. T. board of trustees.

Representative Owens had the circular with his comment thereon inserted in the appendix to the July 9 issue of the Congressional Record. He felt that "those responsible for the proper functioning of the Legislative Reorganization Act of 1946" would be interested, because "a check-up discloses the fact that Mr. Whitney and other persons, named in the circular as having participated in lobbying work, are not registered under the act." Mr. Owens suggested further that Mr. Whitney knew of the registration requirements in view of the fact that the B. of R. T. has already registered six persons.

Whitney Takes a Vote—As the congressman pointed out, the circulars were accompanied by ballots, returnable to Mr. Whitney by July 21. The opposing trustees are B. J. Baumberger and E. G. Bassett. Mr. Whitney told the convention delegates that the circular was written so that they and the brotherhood membership generally would know "the story as well as the costs involved in carrying out our legislative program." He added that the results accomplished to date "far outweigh" the amount of money spent. "I believe," he continued, "that I have carried out the mandate of the convention, and inasmuch as I have not received the cooperation of Trustees Baumberger and Bassett I have deemed it proper to place the facts before you. Your action in this matter will direct my future course."

To Representative Owens it was "apparent" from a reading of the circular Trustees Baumberger and Bassett "are to be congratulated upon the manner in which they have sought to protect the members of the Brotherhood of Railroad Trainmen and also to prevent a possible violation of the

law." It was "equally apparent" to the congressman that Mr. Whitney "is attempting to use his position for the purpose of charging those trustees with lack of cooperation, when in truth and fact they are protecting the interests of the members of the brotherhood which Mr. Whitney was chosen to represent."

Mr. Owens went on to suggest that it might be well for the brotherhood "to examine into his [Mr. Whitney's] stewardship in view of his effort to obtain repayment of funds which appear to have been spent without proper authorization." The congressman also noted that the Whitney report told of activities in opposition to the Taft-Hartley labor bill which was recently enacted. "Mr. Whitney," he added, "should also explain why a sum of \$25,000 or more should be expended in lobbying against legislation which specifically excludes any and all persons who are subject to the Railway Labor Act."

Weekly Paper Set Up—In the circular, Mr. Whitney first recalled that, in his opening address at the recent convention, he had referred to "the need for an effective public-relations program, stating that the lack of such a program had adversely affected our wage-rules movement and had been partly responsible for our failure to successfully conclude that movement during the strike of May, 1946." He recalled also that the convention adopted recommendations of a special public relations committee, which called for the establishment by the brotherhood of an information service and a weekly newspaper, and the adoption of "all up-to-date methods" for "getting our story across and defeating the propaganda of our enemies." Also, according to Mr. Whitney, there was the report of the committee on joint relations and jurisdictional matters which tied into

the foregoing with recommendations, among others, that the brotherhood "cooperate with the National Citizens Political Action Committee on the national, state, and community basis."

Other approved recommendations of these committees, as set out by Mr. Whitney, were that the information service and newspaper "be responsible to and operate under the supervision of the president's department," and that the president "be authorized to cooperate with all bona fide labor organizations on matters of mutual interest when, in his opinion, the interests of our membership can best be served." Finally, the convention "reenacted" those general rules of the brotherhood which make it "the duty of the president . . . to collect statistics . . . that will be of benefit to our legislative boards in framing laws."

The circular indicates that Mr. Whitney interpreted the convention's action as his mandate to carry out the recommendations, although seemingly no money was specifically appropriated for that purpose. He noted, however, that when the report of the special committee on public relations was under consideration, "an amendment to limit the expenditure of funds for this purpose to \$125,000 annually was voted down."

Congress Needed "Help"—Mr. Whitney's first step was the establishment of the weekly newspaper, *Trainman News*, on February 1. And the new information service soon got going, making "contacts with press and radio resulting in many opportunities to present our story to the public." Meanwhile it had become "apparent" after the November, 1946, election that "the present reactionary Congress was determined to press down upon the brow of labor 'a crown of thorns'; to destroy all of the gains made during the Roosevelt Administration."

* * *



Completely remodeled, redecorated and air-conditioned city ticket office at West Palm Beach, Fla.

In January, 1947, so Mr. Whitney reported, "several senators among our staunchest friends in the Senate, informed me that they were badly in need of help." "The Reorganization Act and the Republican upset in November," the B. of R. T. president continued, "deprived the progressive Democratic senators of chairmanships of important committees and access to the expert services of committee staffs and other experts on loan from executive agencies. Such expert assistance has always been available to the reactionary forces in the Congress. When they were in the minority such expert service was provided by the research staffs of big business and industrial organizations. Now that they are in the majority they practically monopolize the research facilities of the committees and our staunch friends in the minority find it exceedingly difficult to prepare material to be used in fighting the reactionary forces that are attempting to crucify labor."

"Realizing the seriousness of the situation," as he put it, Mr. Whitney went to Washington. That was in January when he conferred with "many" members of Congress, and found them "very friendly to the railroad brotherhoods, especially the Brotherhood of Railroad Trainmen." Those conferences resulted in a decision to concentrate the B. of R. T. opposition to labor legislation in the Senate, where it was estimated "there were about 20 Democrats and 5 Republican members . . . that labor could depend upon." Mr. Whitney found this "small but valiant band" faced with the prospect of "attempting to work on a wide range of issues without adequate assistance."

"Economist" Hired — He thereupon discussed "with leaders of the brotherhood and of certain other labor organizations" the advisability of establishing in Washington a "research bureau," headed by a "competent economist," that would "enable the brotherhood, working independently or jointly with other groups, to carry on a comprehensive research work to assist our national legislative staff and me as well as our friends in Congress." Out of these discussions came plans for the establishment of an organization to be known as the "Public Affairs Research Institute," to be financed by donations "from a group of founders, including labor organizations and other liberal-minded citizens."

Mr. Whitney laid this program before the general secretary and treasurer and board of trustees of the brotherhood, and requested authority "to spend up to \$100,000 from the national legislative revolving fund to promote the program which also included expenses involved in contacting members of Congress and contributions to one or two groups cooperating with us." At the time his proposal was considered by his B. of R. T. associates, Mr. Whitney said, Trustee Baumberger was absent; "however, Trustees C. J. Giguere and E. C. Bassett approved my request, as did the general secretary and treasurer and I continued to take steps to implement the plan."

In the latter connection Mr. Whitney conferred with Philip Murray, president of the Congress of Industrial Organizations, at Pittsburgh, Pa., on February 6. Mr. Murray "stated that he approved the program and that he believed his board of directors would concur." With this "tenta-

tive assurance of cooperation," plans for the institute "progressed to the point where it was determined that a budget of \$40,000 would be sufficient" for 1947 expenses; and Mr. Whitney arranged for the B. of R. T. "to deposit \$10,000 in a Washington, D. C., bank to get the institute started." Meanwhile, he and the brotherhood's national legislative representative "agreed that it would be necessary to employ additional help to fill the immediate need for research and the preparation of materials necessary to offset the terrific pressure for passage of the Taft and Hartley slave labor bills."

Trustees Back Out—Thus Mr. Whitney on February 17 employed "Dr. Dewey Anderson, an economist of exceptional ability," who had been chosen by the sponsors of the institute to act as its director. Mr. Whitney agreed to pay Dr. Anderson \$1,000 a month "with the understanding that any salary and expense payments made to him would be deducted from the brotherhood's contribution to the institute when it was finally set up."

On February 25, Mr. Whitney "arrived in Washington with a check for \$10,000 in my pocket, prepared to carry forward the arrangements," but on the morning of that day he received a telegram from Trustee Bassett "withdrawing his support of the \$100,000 appropriation." And on the following day, Trustee Baumberger wrote "in the same vein, advising that he concurred in the action taken by Trustee Bassett." This, Mr. Whitney said, "left the brotherhood and its president in a very embarrassing position as I was forced to withdraw the brotherhood's offer of support of the research institute." With such withdrawal, the project "collapsed," the \$10,000 check was returned to the B. of R. T.'s general secretary and treasurer, and Mr. Whitney "took steps to make such emergency arrangements as appeared to be necessary to tide the situation over and to enable the brotherhood to throw its influence and weight against the vicious bills pending in the Congress."

Dinners for Congressmen—In elaborating on the latter, Mr. Whitney first revealed that on March 1 he had employed Walter J. Munro "to represent the brotherhood in the capacity of public relations expert in Washington." Mr. Munro was also identified as "former top conciliator, United States Department of Labor." The B. of R. T. president reported further that he had testified in February before congressional committees considering labor legislation, and that he was at that time spending "considerable time in Washington, contacting members of Congress."

On March 12, he continued, the brotherhood gave a dinner at Washington's Mayflower Hotel to "about 41 Republican members of the Congress," and on the following evening at the same hotel another dinner was given to "approximately 35 Democratic members." Most of the guests, Mr. Whitney explained, "were serving their first term and they were delighted to have an opportunity to be informed upon the brotherhood's program, and its attitude toward the labor bills pending in Congress." He also called the dinners "a forward step of great value in our public-relations program."

Henry Finds Trains Safer Than His Own Home

Colonel Robert S. Henry, assistant to president of the Association of American Railroads, fell off a ladder at his home on Independence Day and broke his leg. But such a misfortune is insufficient to silence an enthusiastic salesman of the virtues of railroad transportation. From the hospital he writes:

"I'm just a Fourth of July statistic—affording living, if somewhat painful, evidence that people are safer on trains than in their own homes."

Turning again to what he called "the unwarranted and tragic action of two members of the brotherhood's board of trustees," Mr. Whitney stated it to be his opinion that those trustees "gave indirect if not direct support to big business, which supported the infamous slave-labor legislation." He held a number of conferences about the matter with "brotherhood people," and at a conference in Cleveland, Ohio, on April 8 "it was agreed that the mandate of the brotherhood's twenty-eighth convention had been violated by the action of Trustees Baumberger and Bassett, and that immediate steps should be taken to bridge this difficulty by progressing the aims and objects of the brotherhood's twenty-eighth convention as outlined in the report of the public-relations committee." The April 8 conference was attended by Mr. Whitney, General Secretary and Treasurer W. P. Kennedy, General Counsel William A. Endle, and "other members of our staff in Cleveland."

Fighting Taft-Hartley Bill—Proceeding in accordance with the conference's determination, President Whitney "instructed Brother Byrl A. Whitney, a member of the grand lodge staff, to proceed to Washington," and confer with the brotherhood's legislative representatives, Dr. Anderson, Mr. Munro, and "friendly members of the Congress and ascertain the immediate needs of our Washington staff and friends in Congress in an effort to help them defeat the unfriendly labor measure."

Those conferees expressed the "unanimous opinion" that a temporary "research bureau" should be set up in Washington by the brotherhood. That was done by Dr. Anderson who was assisted by two other "expert economists" and two stenographer-clerks. "Our efforts, even though hampered by the action of Trustees Bassett and Baumberger, have defeated some of the most obnoxious provisions embodied in the Taft-Hartley bill," Mr. Whitney reported. He also said that the "temporary research staff" will be continued until the adjournment of the present session of Congress, adding, however, that it is only a "stop gap." He mentioned again at this point the \$40,000 annual budget for the proposed permanent "institute," calculating that this would amount to about 20 cents (which would "not exceed the price of a package of cigarettes") for each member of the brotherhood, even though no finan-

cial help is received from other organizations.

Meanwhile, Trustee Bassett objected also to Mr. Whitney's action in employing Charles Kramer, who was retained for a three-month period, and "prepared some very fine statements" which Mr. Whitney used to "great advantage." Mr. Kramer had been "highly recommended" by Senators Kilgore of West Virginia and Pepper of Florida, Democrats, and Mr. Whitney was "advised through other sources that he was a very capable write and research specialist." His services were terminated on February 28 "due to Trustee Bassett's vehement protests," Mr. Whitney said, adding that "Trustee Bassett's objection to Kramer's employment is an attempt to usurp the managerial prerogatives of the president of the brotherhood."

Pencils Given Away Free—Another objection raised by Trustee Bassett was against a contribution of \$1,000 to the Progressive Citizens of America, and Trustee Baumberger joined Trustee Bassett in objecting to reimbursing Public Relations Representative Munro "for the cost of dining members of Congress, press representatives and other influential persons connected with labor legislation." Mr. Whitney said he had recognized "as early as January 6, 1947," that the brotherhood "would have to spend some money for this purpose in order to get our story across," and that the board of trustees had authorized such expenditures by the national legislative representative. He took the position that Mr. Munro should be reimbursed under that authorization because the contacting job had been "delegated" to him by the national legislative representative whose time "was largely consumed at his office."

The circular next set out in tabular form the expenditures incurred up to June 1 at Washington and Cleveland "in connection with our public-relations program." The total is \$17,921.68, including an unpaid amount of \$137.95 for expenses incurred by Mr. Munro in "entertaining congressmen and others at luncheon and dinner, which Trustees Bassett and Baumberger refused to approve for payment." Other items include \$6,514.92 for the temporary research set-up of which Dr. Anderson received \$3,451.50; \$3,170.10 for Mr. Munro's salary and expenses, other than the \$137.95 mentioned above; \$2,250 for Mr. Kramer's salary; and \$1,007.31 paid to Miller & Hornbeck, attorneys.

Congressmen "Cautioned"—An explanatory note says that the latter "has reference to contacts made by Mr. Hornbeck with influential Republicans in Congress urging them to proceed cautiously on the matter of adverse labor legislation. On January 20, 21 and 22, Mr. Hornbeck was in Washington with me, and we called upon a number of senators and congressmen." Costs of dinners given for members of Congress and the press were also listed under the Miller & Hornbeck account. It shows that \$246.50 was spent on the March 12 dinner for Republican members of Congress; \$199.70 for the March 13 dinner for Democratic members; and \$231.05 for a May 21 dinner-press conference on the brotherhood's "rules movement."

Miscellaneous expenses were \$1,000, in-

"Flying Saucers" Come to Earth at Monon Terminal

On July 12 residents of New Albany, Ind., and Louisville, Ky., learned that there was something tangible about "flying saucers," at least in that vicinity, when 2,000 paper plates were scattered over that area from an airplane, advertising the New Albany-Monon centennial celebration, to be held July 27-30 inclusive. The final day's activities will feature the railroads, and the Baltimore & Ohio's historic train, the "William Mason," and the Southern's "Friend of Charles Town" will vie for attention with the Monon's newest passenger equipment, on which national and state officials and officers of the railroad are scheduled to arrive at New Albany's old Monon station at 3 p.m.

cluding \$736.45 for printing Mr. Whitney's testimony before congressional committees considering labor bills, \$62 for the making and distribution of photographs of the March 12 and 13 dinners for congressmen, and \$17 for B. of R. T. pencils "given to congressmen and others attending dinners." Other items were \$1,049.20 and \$1,108.80 for advertising in the Washington Post and Washington Evening Star, respectively.

With his accounting thus made, Mr. Whitney went on to say that when he made his request for authority to spend up to \$100,000, he did not know "to what extent we would have to go in so far as the spending of money was concerned," but he did "have the conviction that we should not 'scotch' our funds and play into the hands of the N.A.M. and the Association of American Railroads." He added that he knew "those associations, with the support of certain fascist-minded individuals and corporations, are spending vast sums of money in the hope of destroying labor." He also recalled that the board of trustees had approved an authorization in 1946 to spend "up to \$100,000 for public relations."

Interpreting the convention's actions as a mandate to carry on, Mr. Whitney said he had proceeded to do so, "to the best of my ability notwithstanding the lack of cooperation by Trustees Baumberger and Bassett." He asked the delegates to say so on the ballots if they thought he had erred in his interpretation of his authority, while if they approve his actions, he urged that they "should be equally as frank."

New Orleans Plans \$15 Million Public-Owned Terminal

The citizens of New Orleans, La., recently approved a \$23.5 million bond issue for public improvements, which, if supplemented by railroad expenditures now being negotiated, and federal and state funds, will provide a \$15 million passenger terminal and a railroad track consolidation plan to eliminate nearly all of the city's 144 grade crossings. The city proposes to issue revenue bonds to finance the terminal's construction, and the railroads entering the

city would pay off the bonds by paying rental. The city would own the terminal after the bonds are paid off.

The improvement program, if consummated, would also remove from streets many miles of tracks belonging to seven major railroads, eliminate several freight yards in built-up areas and reduce waterfront railroad congestion. The railroads themselves are slated to pay the costs of these improvements incident to their own properties. Seven overpasses and 17 underpasses would be constructed, the cost to be distributed between railroads and city.

Since approval of the bond issue, railroad officers and the New Orleans Citizens Railroad Terminal Board have been negotiating details of the railroads participation in the plan. Agreement must be reached by December 1, 1947, it is understood, or legislative authority to fill-in and transform a six-mile canal into a railroad right of way and superhighway will expire.

Would Have Public Own RRs

Public ownership of the railroads, coal mines and the electric power industry was advocated at a meeting in Chicago recently of the board of directors of the Progressive Citizens of America. The organization, formed last year by a merger of 10 independent liberal groups, declared that "past efforts to break up or control concentrations of private economic power have failed." It contended that the nationalization should be carried out through the medium of independent government corporations of the Tennessee Valley Authority type.

C. & O. Polls Its Passengers

In order to get the reaction of passengers to its present passenger services, and others that are planned or have been pro-



posed, the Chesapeake & Ohio has been distributing questionnaires in the form of small booklets in which the passenger can indicate by a check mark his preferences as to methods of buying tickets, dining car service, entertainment, provision for smoking,

train speeds, seat reservations, shaving facilities, lighting and similar matters. The booklet's front cover carries the illustrated title, "Now if I Ran This Railroad. . ."

Unemployment Tax Cut Plan Opposed

(Continued from page 57)

perience the benefits that such a tax could support were underestimated, in consequence of which the employees were under-protected rather than the employers over-charged."

They Can Spend the Surplus—The dissenters said that the protection afforded under the 3 per cent tax is "still far from adequate," adding that "there can be no just claim that surplus financing should be devoted to a tax reduction rather than to more nearly adequate benefits." "There is no reason why there should be any policy difference between increasing protection with respect to the unemployment already covered and extending protection on account of other unemployment to which the beneficiaries are also subject," they continued. "One would suppose that the choice should be left to the beneficiaries themselves to determine whether or not they desire to spread their protection more thinly over all unemployment or more thickly over a limited class of unemployment."

The report described as a "sound" policy the choice of the 79th Congress to extend protection to unemployment due to sickness. "In the railroad industry," it said, "the seniority system is more highly developed than in any other industry. It so operates to control the incidence of unemployment, due to layoffs, that such unemployment falls almost exclusively on the younger men. The older men . . . bear the brunt of unemployment due to sickness. If the former class of unemployment is compensated and the latter is not, there is class discrimination against the older . . . men, who are the backbone of the industry."

The report said that the sliding tax scale, as proposed by the Howell bill, would result in the railroad unemployment insurance account becoming financially unsound; treat all employers alike, irrespective of whether they do or do not stabilize employment; and is "simply a device to utilize the present reserve in order to reduce the taxes of the railroads."

See Railroads Compensated — "The feature the proposed sliding scale has in common with merit rating is the one which opponents of merit rating consider the fatal defect of such schemes," the report added. "When employment is at high levels, the reserves will increase and the taxes are reduced. Yet, it is at such times that the industry is prosperous and can best afford to make higher payments. On the other hand, when there is a large volume of unemployment, the reserves will be depleted and the tax will be increased. Yet it is at just such times that the industry is least prosperous and can least afford an increase in taxes. The increased retirement taxes which . . . the 79th Congress imposed equally on both railroads and their employees has already, so far as the employers

are concerned, been taken into consideration by the Interstate Commerce Commission in fixing transportation rates. The facts concerning these increased costs as well as all other increased operating costs were fully before the commission when it granted the increase in freight rates, effective January 1. If the railroads were now also granted a reduction in unemployment taxes to which they were subject when freight rates were increased, they would be doubly benefited."

The minority report further described as a "distorted picture of the situation" contentions by proponents of the Howell bill that (1) although the basic unemployment tax imposed on other industries is the same as that paid by the railroads, merit-rating systems have operated to make the average currently effective rate under state laws a little less than 2 per cent; (2) state laws generally do not provide for compensating unemployment due to sickness; and (3) railroad employers are discriminated against and railroad employees are preferred.

"Railroad employees are discriminated against and railroad employers are preferred," the report observed. "To deprive railroad employees of the degree of protection they now have, as this bill proposes, would almost inevitably force the health and welfare issue into labor-management relationships in the railroad industry, with all the potentialities for industrial strife that might attend the settlement of the issue in that arena."

An assertion in the majority report that the plan adopted in the Unemployment Insurance Act produces "shocking results" when applied to benefits for sickness and maternity financed wholly at the expense of the employers also was criticized by the dissenters, who contended that the majority report contained an "admittedly extreme example" in order to "becloud the issues."

"While periods of time other than those used in the . . . act might have been used, the periods now specified have been so specified ever since the law was first enacted in 1938, experience has shown that these periods work well in the railroad industry, the amendments adopted last year made no change in this respect, and the Howell bill proposes no such change either," the minority said.

In addition to Mr. Crosser, those who joined in the minority report were Representatives Bennett, Republican of Missouri; Elsaesser, Republican of New York; Sadowski, Democrat of Michigan; Harless, Democrat of Arizona; Beckworth, Democrat of Texas; Harris, Democrat of Arkansas; Rabin, Democrat of New York; and Bennett, Republican of Michigan.

Long Island Gets Interim Fare Boost; Starts Improvements

Although the passenger fare increases granted last week to the Long Island by the New York Public Service Commission fall short by about \$1,000,000 of the increases requested, the railroad will carry out in full the program of improvements presented to the commission at the hearings on the case of J. C. White, vice president, said on July 11. (See *Railway Age* of April 12, page 763, for an outline of the proposed improvements.)

Elmer A. Smith Dies

An illness of three months resulted in the death of Elmer A. Smith, senior general attorney of the Illinois Central, at Chicago on July 16. He had represented groups of railroads on many occasions and was chief counsel for the defendant carriers in the Lincoln, Neb., anti-trust suit.

The commission granted the Long Island increases of 20 per cent in its commutation fares, 13.63 per cent in basic intrastate coach fares and 6.06 per cent in intrastate parlor car fares. These increases were described by the commission as "intermediate," pending the fixing of final fares upon completion of the railroad's case before the commission. The new fares were put into effect on July 14.

"We shall continue to urge the granting of the full amount of increases that were sought because they are both reasonable and necessary and because the improved service which the people desire, and which we wish to provide, requires more adequate fares," Mr. White said. "We hope that the willingness of the people to pay for the quality of service they want—amply demonstrated at the commission's hearings—will be realized and recognized. We appreciate the fact that the commission has kept the case open for that purpose."

Line Blocks Diminish in St. Louis Flood Area

The St. Louis-San Francisco and the St. Louis Southwestern have resumed operations over their own lines in the vicinity of St. Louis, Mo., where recent floods have curtailed train service. All other railroads operating in the flooded area reported near-normal operations this week. The Illinois division line of the Missouri Pacific is still out of service, but by rerouting traffic via its line west of the Mississippi river, the road is experiencing no delays.

The Missouri-Kansas-Texas is presently making only one short detour via the Wabash between St. Louis and St. Charles, due to severe fill washes on its line east of the latter point. The Katy anticipates reopening of this line by July 21. The Gulf, Mobile & Ohio is still without its Kansas City line at Glasgow, Mo., necessitating detouring of through freight trains via the Wabash and annulment of through passenger service.

Only Early Car Dearth Relief Is Efficient Use—Williams

Because "at least two years" will elapse before the car builders are able to deliver sufficient cars to take care of the natural depletions in railroad ownership, "our only hope" to alleviate the shortage "is a constant improvement in railroad efficiency and continued cooperation from the shippers with respect to prompt loading and unloading of cars and the heavier loading of them," R. L. Williams, president of the Chicago & North Western, declared in an address last week.

Speaking before the Mid-West Shippers Advisory Board at Milwaukee, Wis., on July 10, Mr. Williams also declared that, in his opinion, there will be no depression for at least another three years. He attributed the present "recession" to a "buyers' strike," and not to a lack of money with which to buy.

The speaker pointed out that little was heard of car shortages during the war, asserting that the increased utilization of cars compensated for the lack. He cited figures to show that this utilization—which manifested itself in increased car-miles per day and heavier loading—amounted to approximately 400,000 more available cars.

Mr. Williams mentioned three reasons for the car shortage during the past year: (1) lack of necessary priorities to build new cars early in the war; (2) restoration of the five-day week; and (3) general physical condition of freight cars. Discussing the first cause, the C. & N. W. president said that his own railroad ordered 1,000 box cars during the war, but received only 500, because the builder was forbidden to complete the order, although the material was on hand adjacent to the production line. He told the shippers that "if we had been able to secure delivery of the cars on order and others which we would have bought if we could have placed orders, we would have gone a long way toward reducing the current shortage."

Touching on the five-day-week, Mr. Williams said he could not ask industry—in peacetime—to incur additional expenses coincident with a longer week, but added that "the car-miles per day have declined from the war time peak . . . due to increased terminal detention." Until a comparatively recent date, he declared, the railroad movement through the terminals this year was "very sluggish, and this started at the outset of the past winter, which I assure you, was a most severe one in the territory in which the North Western operates."

The waiving of car service rules during the war and the subsequent dislocation of cars necessitated "a lot of deferred maintenance," the speaker declared. This condition, he added, has resulted in a general degrading of the cars, placing an added burden on the operating facilities of the railroads and retarding movement.

"For example, industry 'A' can take delivery of its raw materials in a so-called 'rough' freight car, but that industry requires a class 'A' car for its finished products," he explained. "As a result, when the industry unloads a rough freight car, we must switch that car out for an industry that can use a rough freight car, and make available a class 'A' car for the loading of the outbound products of industry 'A'. This has resulted in duplication of effort and considerable expense and delay, whereas if cars had been in a normal state of maintenance industry 'A' would probably have received its inbound materials in a car suitable for its outbound loading."

Speaking of the nationwide concern over the car shortage, Mr. Williams stated: "Some of the public officials have gone so far as to call by name the individual culprits alleged to be responsible for the situation. I think perhaps everyone who has been named is in some way responsible, although I do not think that all of the cul-

prits have been named. In any event, I have never thought that we would accomplish a great deal by calling names in this country."

Act on Loss and Damage—Shippers attending the meeting voted unanimously to invite members of the freight loss and damage prevention groups of the American Trucking Association to form an advisory committee to the Mid-West board's freight loss and damage prevention committee (composed exclusively of shippers), similar to the advisory committee of railroad men now existing. This action originated with a motion by E. F. Stecher, chairman of the committee and general traffic manager of Stewart-Warner Corporation, Chicago.

On another motion of Mr. Stecher, the membership passed a resolution urging that the Association of American Railroads devote a portion of its national advertising campaign to an educational program concerning good packing methods among the top executives of business and industry.

During the special meeting on loss and damage held the day preceding the main meeting of the board, it was recommended by one of the 27 local joint committees established within the board area that the A. A. R.'s Freight Claim Division assign a committee to give consideration to revising its freight loss and damage analysis report so as to include more specific categories of causes and to reduce the percentage of claims allocated to undefined causes. The local committee held that "an efficient, constructive job" could not be performed without a clearer understanding of causes of damage. It was also suggested that shippers be furnished with detailed accounts of claims by regions, for comparison with other groups of shippers.

In discussing plans for more prompt notification of loss and damage, it was suggested that there be attached to every claim a form for both shipper and consignee showing the condition of the shipment and origin and destination, respectively. Upon a motion by C. D. Couch, district traffic manager of the Glidden Company, Chicago, it was voted to recommend that the Freight Claim division de-

termine a plane for prompter notification of shippers of claims when it is determined that the damage is not of a transportation origin.

Fenwal Journal Alarms to Be Used on S. P. Cars

Fenwal, Inc., of Ashland, Mass., has announced the receipt of an order from the Pullman-Standard Car Manufacturing Company for 50 car-sets of the Fenwal electric journal alarm to be used on passenger cars being built for the "Shasta Daylight" and other new Southern Pacific trains.

Issue 55,000 Credit Cards; Report Plan Success

Approximately 55,000 credit cards have been issued by the Rail Travel Credit Agency, Chicago, in connection with the "travel-and-charge-it" plan of 45 railroads inaugurated on April 1. (For details of the plan, see *Railway Age* of February 22, page 418). Some 150 card applications are currently being received daily, according to Earl Paydrick, vice-chairman of the agency. He said that individual railroads have reported substantial increases in revenue from transportation sold on credit, indicating widespread employment of the plan.

The Texas & Pacific, which inaugurated its own credit plan two months prior to that of the Rail Travel Credit Agency, has announced a "rising trend of public acceptance to this travel convenience." Along with several other lines having their own credit plans, the T. & P. is also a member of the national plan and honors cards issued through the latter's headquarters. T. & P. cards were made available last February, and have been issued to 3,700 individuals and to representatives of 180 business establishments. The latter, the road states, includes morticians who use their credit to ship bodies, thereby diverting part of the credit load from their business to the railroad.

Freight Car Loadings

Loadings of revenue freight for the week ended July 12 totaled 806,961 cars, the Association of American Railroads announced on July 17. This was an increase of 177,757

cars, or 28.3 per cent, above the previous week which included the July 4 holiday, a decrease of 88,121 cars, or 9.8 per cent, below the corresponding week last year, and a decrease of 76,582 cars, or 8.7 per cent, below the comparable 1945 week.

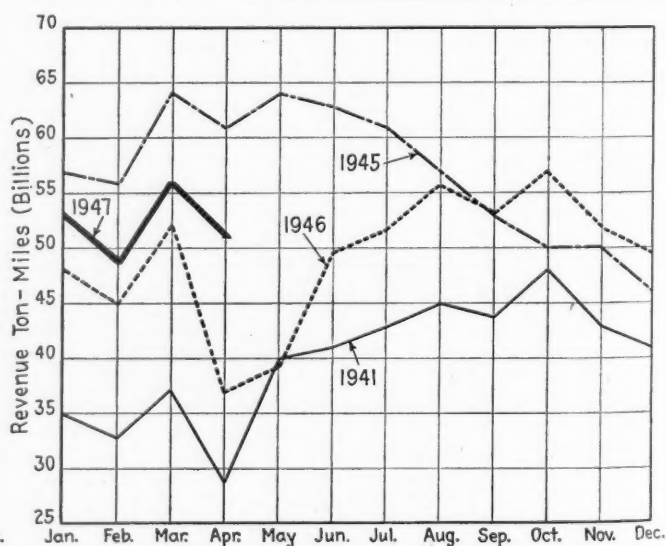
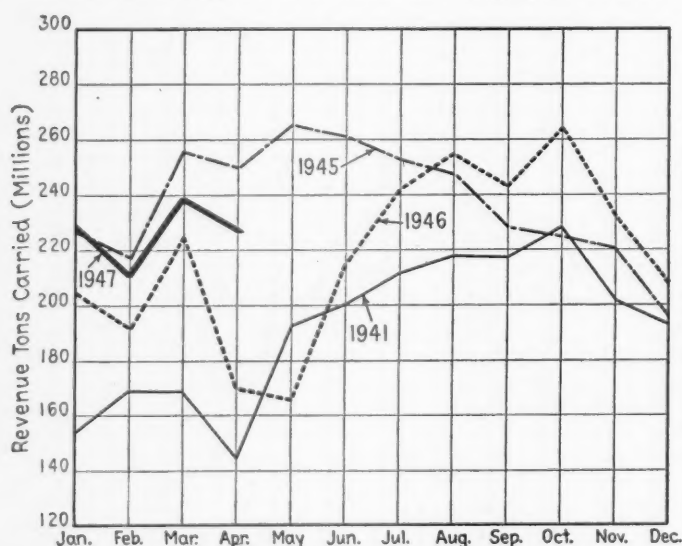
Loadings of revenue freight for the week ended July 5 totaled 629,204 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading			
For the Week Ended Saturday, July 5			
District	1947	1946	1945
Eastern	102,982	121,798	128,194
Allegheny	127,150	145,969	159,855
Pocahontas	20,969	37,063	40,044
Southern	90,804	104,691	103,509
Northwestern	115,745	104,453	110,155
Central Western	112,098	107,228	117,227
Southwestern	59,456	58,573	67,679
Total Western Districts	287,299	270,254	295,061
Total All Roads	629,204	679,775	726,663
Commodities:			
Grain and grain products	58,967	46,472	54,932
Livestock	9,253	13,793	10,895
Coal	32,753	99,828	117,990
Coke	8,523	11,697	13,255
Forest products	32,595	32,784	31,588
Ore	78,395	63,024	69,743
Merchandise l.c.l.	96,647	108,174	93,481
Miscellaneous	312,071	304,003	334,779
July 5	629,204	679,775	726,663
June 28	846,141	879,544	893,947
June 21	901,296	858,423	876,703
June 14	895,292	867,918	873,322
June 7	900,747	830,128	884,658
Cumulative total, 27 weeks	22,299,764	19,695,637	22,005,209

In Canada.—Car loadings for the week ended July 5 totaled 68,839 cars as compared to 79,065 cars for the previous week and 60,623 cars for the corresponding week last year according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
July 5, 1947	68,839	34,934
July 6, 1946	60,623	30,715
Cumulative totals for Canada:		
July 5, 1947	1,940,536	1,001,362
July 6, 1946	1,793,118	913,350

A list of current publications appears on page 87.



Revenue Tons and Revenue Ton-Miles—1947 Compared with 1941, 1945 and 1946

With the Government Agencies

Mail Pay Proceeding Held Up Two Months

Commission allows Post Office
more time after railroad
case is presented

Hearings before the Interstate Commerce Commission in the Docket No. 9200 proceeding, wherein the railroads are seeking an increase of 45 per cent in rates for handling United States mail, will be resumed September 30, it was ordered this week by Commissioner Mitchell, following a three-day session during which time the carriers submitted their evidence.

Commissioner Mitchell's decision to prolong the proceeding was based on a request made by the Post Office Department, which is seeking a congressional appropriation of approximately \$1 million to compensate additional personnel to be employed to make studies of railroad exhibits and conduct surveys for the department. Counsel for the department said they hoped the appropriation would be authorized prior to the adjournment of Congress, after which time, they said, a minimum of two months would be needed to prepare the department's case.

Roads Ask Interim Raise—The railroads, meanwhile, have asked the commission to authorize an interim increase in mail rates of not less than 35 per cent of the rates now in force. This proposal would be retroactive to February 19, when the 45 per cent increase petition was filed, and continue in effect until the commission decides on the carriers' original request. This action by the railroads followed by several hours a cross-petition filed by the Post Office Department which asked the commission to reduce the rates now in effect.

Four witnesses—Dr. J. H. Parmelee, vice-president of the Association of American Railroads and director of its Bureau of Railway Economics; Charles H. Buford, president of the Chicago, Milwaukee, St. Paul & Pacific; P. J. Schardt, assistant vice-president of the Southern and chairman of the Committee on Railway Mail Transportation; and J. P. Cole, assistant to the vice-president of the A.A.R.—appeared on behalf of the railroads in the hearings which ended July 14.

Asserting that the railroads want to continue to be the nation's principal carriers of mail, Mr. Buford told the commission that they have always considered the mail "an important part" of passenger-train traffic and revenue and handle "in excess" of 90 per cent of such traffic. He said that more prompt handling of mail was "one of the reasons" for increasing train speeds, adding that such action has boosted the operating

expenses of the railroads. At the same time, he said, extra expense has been added to railroad payrolls in recent years due to union demands connected with the handling of mail.

"It is my firm belief," Mr. Buford continued, "that the increase in railway mail pay as sought in these proceedings is fully justified and should be granted in order that the railroads may be compensated for the service performed, not only from the standpoint of added costs, but to permit the railroads to earn a reasonable return from the handling of mail in common with the increase in rates for other classes of transportation which have been granted and for which the railroads have petitioned for further increases.

Costs Increased—"The railroads of the country through their Committee on Railway Mail Transportation . . . have, in the past worked harmoniously and cooperatively with the Post Office Department officers in the interest of performing the highest type service to meet the standards of modern business and the requirements of the public, even though such handling increases the costs to the railroads."

Dr. Parmelee offered testimony similar to that which he presented before the commission last month in the proceeding wherein the Railway Express Agency is seeking rate increases estimated to yield approximately \$70 million a year to provide more adequate compensation for services performed by the railroads in transporting express traffic. (See *Railway Age* of June 14, page 1233.) In his detailed statistical review he discussed past, present and anticipated incomes, trends in freight and passenger traffic, increases in costs of materials and employee compensation and trends in car-miles, train-miles, ton-miles and passenger-miles.

"The railroads this year seem likely to handle the greatest freight traffic volume in any peacetime year in their history," Dr. Parmelee said. "Their passenger traffic volume, although it has been declining rapidly, seems likely to be the second-best in any peacetime year, being surpassed only by the volume attained in 1946. Their operating revenues should far exceed those of any prior peacetime year.

"Despite these favorable factors, their net earnings will apparently produce a return on net investment of from 3½ to 3¾ per cent, which is inadequate from any point of view, and is certainly inadequate when measured against the background of the heavy traffic volumes anticipated for the balance of the year. If no greater rate can be earned on these volumes, what will the almost certainly smaller volumes of the future produce?

Passenger Service Deficit — "The prospective situation is not promising when considered from the viewpoint of railroad
(Continued on page 65)

Senate Group Favors St. Lawrence Project

Subcommittee recommends
passenger tolls on
waterway system

A subcommittee of the Senate committee on foreign relations this week submitted a favorable report on Senate Joint Resolution 111, introduced by Senator Vandenberg, Republican of Michigan, which would approve the United States-Canada agreement for the development and construction of the St. Lawrence seaway and power project. Action on the measure by the full committee had not been taken when this issue went to press.

According to Senator Wiley, Republican of Wisconsin, chairman of the subcommittee, the decision of that group to favor the resolution is a "major step forward toward the completion of the long-dreamed-of project which is so vital to the national plans of the two good neighbors, the United States and Canada."

"I regard enactment of S.J.Res.111 as an indispensable item on the agenda of the 80th Congress," Senator Wiley said in a prepared statement. "It would seem wholly inconsistent were the United States to spurn this vital self-liquidating project in our own country, which is so necessary to the economic wealth of the great Middle West, as the very time that it is spending money for capital projects in foreign lands, such as Greece.

"The precedent of self-liquidation is a monumental step forward in establishing wealth-producing projects of this nature on a wholly business-like basis. No dilatory tactics, no narrow sectional appeals, and no quibbling as to insignificant details will be allowed to imperil the enactment of this resolution by the Senate and House in the 80th Congress."

In addition to Senator Wiley, Senators Hickenlooper, Republican of Iowa; Hatch, Democrat of New Mexico; and Thomas, Democrat of Utah, also voted to report the measure favorably, while Senator Smith, Republican of New Jersey, voted to report it "without prejudice."

Extend User Charges—In reporting the resolution, the subcommittee attached two amendments to the original legislation. One provides for the collection of passenger tolls not to exceed \$1.50 per passenger and the other provides for self-liquidation of all new deep-water navigation works on the Great Lakes-St. Lawrence system rather than only of those on the St. Lawrence River.

The proposed seaway-power project, to which the railroads, among others, testified in opposition at hearings conducted earlier

this year, is estimated to cost \$884,342,000, of which \$164,414,000 has been expended to date. Of the former figure, the share of the United States will be \$523,351,000, with the remaining \$360,991,000 to be contributed by Canada.

In asserting that the seaway-power project would "contribute materially" to the defense of North America, the subcommittee estimated that direct and indirect labor required on site and among the suppliers of equipment would be about 20,000 persons a year, and the materials required would include 100,000 tons of reinforcing steel and rails.

"It is true," the report went on, "that some of these materials are in short supply for domestic needs at the present time, but it is not anticipated that this situation will last during the next seven years. Furthermore, the St. Lawrence project must be judged as against competing claims for these materials. Much of the shortages at present are due to the demand for consumers' goods and for export account. Even if the conditions of shortages should exist over a period of time, the subcommittee feels that in selecting our national objectives, it would be unwise to sacrifice permanent investments of national security value, such as this project."

The subcommittee said that S.J.Res.111 embodies for the first time in definite form the principle of self-liquidation of the seaway by means of tolls on shipping, adding that it disagrees with the views of opponents of the resolution that the proposed tolls should be worked out in detail between the U. S. and Canada before the project is authorized. Asserting that former President Hoover, among others, testified that the specific toll rates to be charged in accordance with the resolution cannot be finally decided until construction is under way and the actual costs of construction can be more accurately deter-

mined, the subcommittee said that "adequate assurance has been given by the Canadian government of adherence to the principle of self-liquidation."

Revenue Expectations—According to the subcommittee, toll revenue from the seaway, under "optimum conditions," could be anticipated to range from \$17,500,000 to \$35,000,000 a year, excluding passenger tolls. "Opponents argued, on the other hand, that toll revenues would not exceed \$13,000,000," the report observed. "They arrived at this figure by taking their estimate of maximum traffic capacity of 20,000,000 tons and by assuming that 80 per cent would be bulk traffic paying a toll charge of 50 cents per ton and 20 per cent would be high value general merchandise paying the maximum toll charge of \$1.25.

"The difference of \$2,000,000 between the revenues conceded by the . . . Association of American Railroads and the estimated favorable cost figures of \$15,000,000 on the basis of a depreciation accounting system, or \$17,000,000 on the basis of a 53-year sinking fund amortization scheme, is not so large as to imply an irreparable financial risk to the United States government. This is particularly true since the maximum revenue figure conceded by the opponents is based on alleged limitation of the capacity of the Welland canal to 20,000,000 tons a year for additional traffic. This is not borne out by evidence submitted to the United States . . . by the Canadian government."

Western Senators Satisfied—Among other things, the subcommittee reported that it was "satisfied that traffic estimates submitted by Mr. Hoover and the Department of Commerce, for which Secretary of Commerce Harriman was the principal witness, when reviewed in terms of increasing trade, commerce and population, demonstrated that toll revenue will "match expenses" and

cover liquidation of the project. "It is to be noted," the report said, "that the plan for self-liquidation of the seaway carries with it the implication that with the retirement of the net investment after 40 to 50 years, there will no longer remain any necessity to exact toll charges except for current operating and maintenance expenses. Consequently after 40 to 50 years, the toll charges will be purely nominal in amount."

It added that the resolution provides for self-liquidation of the entire cost of the new construction so that the proportion of cost borne by each country is not of "major importance" in evaluating the project. "The users will pay for the whole project," the report stated.

In conclusion, the subcommittee said it felt that the St. Lawrence project provides an "excellent opportunity" to secure national defense values while the actual cost is met by the commercial users. "In this connection," it commented, "the committee takes cognizance of the position of several opponents that they would not oppose this project if it can be proved to be self-supporting and self-liquidating."

On the House side, meanwhile, the committee on public works this week launched hearings on House Joint Resolution No. 192, sponsored by Representative Dondero, Republican of Michigan. This resolution is a companion measure to S.J.Res.111 in its original form.

Three Roads Assessed for Violating I. C. C. Service Order

Violation of an Interstate Commerce Commission service order prohibiting the use of standard "RS" type refrigerator cars for the transportation of empty beer containers without having first obtained permits has resulted in judgments being entered against the Pennsylvania, Chicago & North Western and Pere Marquette, it was announced this week by Secretary W. P. Bartel of the commission.

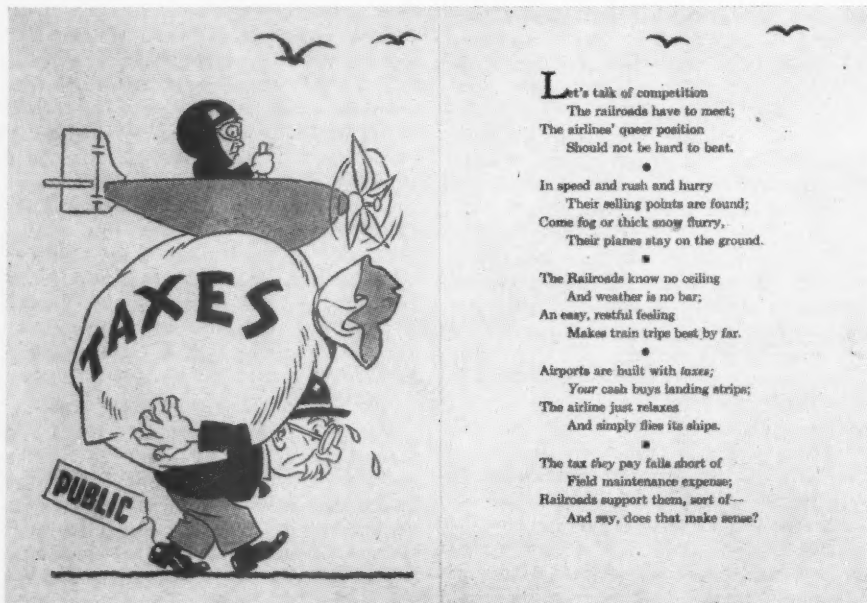
The judgments, entered in United States district courts in Philadelphia, Pa., Milwaukee, Wisc., and Detroit, Mich., respectively, resulted in the Pennsylvania and C. & N. W. each being fined \$500 and costs and the P. M. \$1,000 and costs.

General Gray to Survey Needs of Alaska Railroad

Secretary of the Interior Krug this week announced the appointment of Carl R. Gray, Jr., vice-president of the Chicago & North Western, as special adviser and consultant on the rehabilitation of the Alaska Railroad. Rehabilitation of the road has been approved by Congress.

General Gray, who headed the Military Railway Service during World War II, left Chicago for Alaska on July 19. He was accompanied by W. B. Irwin, assistant to the vice-president of the Great Northern, and E. F. McFadden, general storekeeper of the Union Pacific.

According to the Department of the Interior, the three railroad officers will make a complete survey of the railroad's requirements for carrying out the rehabilitation program, which contemplates



Public Relations on the Milwaukee

Using colorful pictures and catchy verses, the Chicago, Milwaukee, St. Paul & Pacific's latest booklet for employees in all departments drives home two points: the importance of their friendly and considerate service in winning and holding customer good will; and the significance to the employee of tax-supported competition with the railroads.

the expenditure of approximately \$34 million during the next five years. The department said that an expenditure of \$4 million immediately has been authorized by Congress.

The road also has been authorized to obligate itself for another \$15 million for the purchase of materials necessary for the program. The funds will be spent for the construction and relocation of roadbed, purchase of new rolling stock and yard equipment and the erection of bridges and shops.

According to the department, surplus equipment acquired by the road and already placed in service includes 17 locomotives, of which 11 are steam and six Diesel-electric, and 285 pieces of other rolling stock, including gondolas, twin hoppers, ballast cars, troop sleepers, hospital cars, locomotive cranes and a Diesel bus. The hospital cars will be converted into freight cars.

Bill Giving New Companies Tax Credits Signed by Truman

President Truman this week signed H.R.3861, the bill introduced by Representative Jenkins, Republican of Ohio, to "allow to a successor railroad corporation the benefits of certain carry-overs of a predecessor corporation for the purpose of certain provisions of the Internal Revenue Code."

As noted in *Railway Age* of July 12, page 94, the bill which was passed by the House on June 23 and adopted in an amended form by the Senate on July 3, would allow the predecessor-corporation credits to railroad corporations which have acquired, prior to January 1, 1950, the property of other railroad corporations in receiverships or proceedings under section 77 of the Bankruptcy Act. It is estimated that the legislation would make available credits totaling approximately \$7,500,000 to seven roads.

Mail Pay Proceeding Held Up Two Months

(Continued from page 63)

traffic and earnings as a whole. It is even less promising in relation to the passenger service, including passenger, mail, express and other related operations. Here, a large operating deficit after taxes is indicated for 1947, perhaps the greatest in history. All of these prospects are predicated on the assumption that no further increases are to be experienced by the railroads this year in the already high levels of wage rates and material prices."

Mr. Schardt, who was subjected to almost two days of cross-examination by F. J. Delany, general solicitor of the Post Office Department, testified that it "must be obvious" that with the tremendous increase in operating costs that have developed since July, 1928—when the commission authorized, retroactive to May, 1925, the last increase in mail pay rates—the present rates cannot be considered as "fair and reasonable" under current conditions.

Noting that the cost of 60-ft. railway

post office cars has increased from \$21,876 in the 1925-30 period to \$63,178 in 1947 and the cost of 30-ft. apartment cars and 60-ft. and 70-ft. baggage cars by 198 per cent and 180 per cent, respectively, Mr. Schardt declared that "it has for some time been a matter of public knowledge that the financial condition of the railroads and the great increase in operating costs in general have compelled the railroads to seek rate increases on every segment of their traffic."

No Change for 19 Years—"In view of these facts," he continued, "the railroads found it necessary to also give consideration to the urgency of improving their earnings from the transportation of U. S. mail, particularly in consideration of the 19-year absence of adjustment of mail pay rates. The petition of the railroads might reasonably have been anticipated by the Post Office Department many months before it was actually filed." At the same time, he said, the railroads are cognizant of the "unique character" of mail pay proceedings and the "peculiar obligations" of the railroads in the transportation of mail.

"The service which the railroads furnish in transporting U. S. mail is unusual in many ways," Mr. Schardt continued. "In the first place, the carriers are required by law to transport the mail under whatever rules and regulations that may be prescribed by the postmaster general. The railroads have no volition in the matter. . . . The fact remains, however, that the carriers must transport the mail on the trains and in equipment that must be of such construction style, length and character and furnished in such manner as may be required by the postmaster general. Railway post office cars and mail apartment cars must be fitted up, maintained, heated, lighted and cleaned by and at the expense of the railroad companies and penalties are provided for failure to observe these requirements.

"The Post Office Department makes the rules and regulations under which the mail traffic moves, while there is no other shipper or class of shippers served by the railroads with the authority to erect and control the method and manner in which the transportation shall be performed or where it prescribes the construction and design of the cars used for their traffic. The railroads under the law must provide station space and rooms for handling, storing and transfer of mails in transit, separation of packages for connecting lines, distribution of registered mail in transit, and provide offices for the employees of the Railway Mail Service engaged in such station work."

A Special Service—After listing what he described as "other obligations" of the railroads, Mr. Schardt asserted that the mail service is a "preferred service" in that its requirements do not apply to the transportation of ordinary carload or less-than-carload freight. "Such freight," he stated, "moves in freight trains at lower speed while the mail moves in passenger train service upon any train, limited or otherwise, which the postmaster general may designate. Nevertheless, it is very doubtful if the car-mile earnings accruing from mail transportation are equal to the car-mile revenue realized from the transportation of many classes of freight."

According to Mr. Cole, who presented a detailed statistical statement based on cost studies, the "full allocated cost of the combined railroad passenger-train services for 1946 was \$2,436,860,746, of which \$1,979,435,365 was distributed to passenger, baggage and miscellaneous front-end traffic; \$258,935,013 to express service; and \$198,490,368 to mail service. Noting that the mail service of Class I roads, excluding side service, amounted to approximately \$128,500,000 for the calendar year 1946, he said that an increase of approximately 54.5 per cent in mail pay rates would be required to produce the full allocated mail service cost.

The hearing was marked by the extensive cross-examination of railroad witnesses by Mr. Delany, who asserted that the railroads were seeking a "quick" hearing in order to expedite commission action on their petition. Readily admitting that he was unfamiliar with the mail pay proceeding, primarily in view of the fact that it has remained stagnant since 1925, Mr. Delany continually contended that the hearing should be postponed in order to give the department "sufficient time" in which to examine the railroads' cost studies and prepare surveys of its own.

Commissioner Mitchell, however, referring to the commission's recent denial of a department petition to further delay the start of the hearing, as reported in *Railway Age* of July 12, page 91, said that "we've got to start sometime." Noting that the railroads filed their petition in February, he intimated that the department had had ample time in which to prepare its case, adding that a "fair trial" will be given all parties concerned.

At the same time, Guernsey Orcutt, general attorney of the Pennsylvania and chief counsel for the petitioning railroads, contended that the Post Office Department was attempting to "stretch the case into one which would take years to decide."

Devol Leaving W. A. A.

G. C. Devol, director, Traffic Division, War Assets Administration, Washington, D. C., has resigned, effective July 25. Mr. Devol has held this position since March, 1946, and prior to that time he was for about four years in charge of the traffic section of the Railroad Division, Reconstruction Finance Corporation.

Forwarders May Put Time Limit on Overcharge Claims

Freight forwarders and motor carriers may lawfully publish tariff rules fixing "reasonable" limitation periods within which they will permit claims for overcharges to be filed with them, Division 2 of the Interstate Commerce Commission has ruled in a recent decision. The commission went on to say, however, that such tariff rules do not affect the right of a shipper to file suit in court for the claimed overcharge, or a complaint bringing the applicability of the assailed rate in issue before the commission.

In the present case, the commission found that there was an overcharge, which "should be refunded promptly." The proceeding, No. 29395, involved the complaint of Schou-Gallis Company against the In-

ternational Forwarding Company, regarding the rate on two internal combustion engines and parts shipped January 5, 1943, from Red Wing, Minn., to San Francisco, Calif. The complaint assailed an International tariff rule which fixed for overcharge claims a limitation period of two years from the date of shipment. Before appealing to the commission, the complainant had filed, on April 10, 1945, a claim which International refused to entertain because the published limitation period had expired.

In holding that a tariff rule like International's might lawfully be published and that the two-year period provided was "reasonable," the commission noted that a like period was designated by the Interstate Commerce Act for the filing of court actions or complaints with the commission for the recovery of overcharges made by carriers subject to Part I of the act. Parts II and IV which embody the motor carrier and forwarder regulatory provisions, respectively, contain no such limitation.

Meanwhile, the commission found that certain features of International's rule were "indefinite." It went on to say that the defendant would be expected to cancel the rule within 60 days, without prejudice to the establishment of a similar tariff provision with the "indefinite" features eliminated.

The divisions majority report represented the view of Chairman Aitchison and Commissioner Splawn. Commissioner Alldredge, in a dissenting opinion, asserted that the tariff rule was unlawful. "The fixing of a limitation of action is a legislative matter," he said. "The failure of Congress to prescribe a special statute of limitations dealing with overcharge claims against freight forwarders and motor carriers, similar to its action with respect to railroads, is not to be construed as a delegation of its legislative function to the freight forwarder or motor carrier in the first instance, subject to this commission's supervision as to the reasonableness of the limitation thus initiated. On the contrary the silence of Congress in this respect bespeaks an intention

to leave the question of limitation to the law of the forum."

R.E.A. Hearings Postponed

The Interstate Commerce Commission has postponed from July 22 until a date to be fixed further hearings in the Docket No. 29679 proceeding, pertaining to the division of Railway Express Agency earnings, and in the related finance docket proceedings. As reported in *Railway Age* of July 12, page 90, the commission had overruled a motion by the eastern railroads to postpone further hearing for at least 60 days to permit those carriers to negotiate with southern and western roads for a "more equitable" basis of allocating inter-group revenues.

New I.W.C. Unit Will Separate Line Haul, Terminal Service

Federal Terminals, designed to separate the terminal and line haul operations of the Inland Waterways Corporation, started operations this month, it has been announced by Captain A. C. Ingersoll, president of the I. W. C. According to the Department of Commerce, Federal Terminals offers complete terminal services, including freight transfer, mooring and fleet-ing, barge cleaning, harbor shifting and barge agent dispatch and expediting service, to all river operators at the 20 terminals where it operates.

The terminal service was organized as a result of a resolution adopted earlier this year by the I.W.C.'s so-called advisory board which recommended that "the corporation initiate and develop to the fullest possible extent, at any terminals operated by the corporation, all appropriate terminal services, including stoppage in transit, at reasonable competitive and compensatory rates for application to traffic transported by water carriers wherever the development of such diversified public services will tend to create a self-supporting all-round terminal operation which can be economic-

ally taken over and operated by local interests."

Captain Ingersoll said the new outfit is a "logical development" from the Act of February 20, 1920, which, he said, requires the investigation of "the subject of water terminals, both for inland waterway traffic, and for through traffic by water and rail, including the necessary docks, warehouses, apparatus, equipment and appliances in connection therewith, and also railroad spurs and switches connecting with such terminals, with a view to devising the types most appropriate for different locations, and for the more expeditious and economical transfer . . . of property between carriers by water and carriers by rail."

F. P. Mooney, an employee of the I.W.C. for approximately 25 years, has been named general manager of F.T., with headquarters in St. Louis, Mo.

25% Freight Rate Reduction Proposed by Air Lines

A reduction of 25 per cent in air freight rates on 19 domestic scheduled air lines is proposed in tariffs filed with the Civil Aeronautics Board. The new rates, if approved by the C. A. B., would become effective August 1.

According to Air Cargo, Inc., a ground service organization for the scheduled air lines, the new tariffs will provide shippers "for the first time" with more than 7,500 joint rates and routings over the participating air lines. Air Cargo said that the prevailing rates, generally based on 26.5 cents per ton-mile, fall to 20 cents per ton-mile under the new tariff with "a spread ranging from 33 cents per ton-mile for small packages moving a short distance to 14 cents for plane-loads of 16,000 pounds."

"Industry sources point out that the air lines transported 294 per cent more ton miles of freight in the first four months of 1947 than in a similar period of 1946, and that the rate reduction plus the seasonal upswing of business in the fall months is expected to produce a much greater gain during the remainder of the year," Air Cargo commented.

Under the proposed tariffs, the cost of transporting a 100-lb. shipment between New York and Los Angeles, Cal., will be reduced from \$33.60 to \$25; between New York and Chicago the reduction will be from \$10.70 to \$8.

Air Cargo pointed out that two other tariffs, scheduled to become effective August 1, also are now being considered by the C. A. B. One embraces rules and regulations for the handling of air freight on a nationwide basis and the other lists pick-up and delivery basis at more than 2,150 points in 45 states.

Emergency Board Report

The White House recently made public the report of a National Railway Labor Panel emergency board which investigated a dispute between the Missouri Pacific and the American Train Dispatchers Association. The dispute involved the union's request for extension to chief dispatchers (called division trainmasters on this road) of all terms of the working agreement covering other dispatchers, and the car-



"One Spot" box car on the Monon. Low numbers are expected to reduce errors and save time

rier's counter-request that the present agreement covering chief dispatchers be abrogated.

When the dispute arose, the chief dispatchers were covered by an appendix to the agreement covering other dispatchers. The board found that this separate arrangement should continue, but it also recommended a new form of appendix which will give the chief dispatchers "conditions of employment as nearly like those of regular dispatchers as is possible, taking into consideration their supervisory responsibilities and their present rights to supplementary pensions."

Bills in Congress

Senator Johnson, Democrat of Colorado, has introduced S.1635, designed to promote the safety and health of employees engaged in baggage, mail or express-train service in interstate commerce by requiring the railroads and "any express company" to install and maintain in safe and suitable condition all such cars and equipment used or furnished by them. A companion measure, H.R.4092, has been introduced in the House by Representative Bennett, Republican of Missouri.

Both bills would authorize an investigation by the Interstate Commerce Commission, either upon complaint or its own motion, of all cars and equipment used by any railroad or furnished by a railroad to any express company. The I. C. C. would also be authorized to "determine whether such cars and equipment are suitable and proper to provide adequate standards of safety and sanitation, necessary to conform to basic requirements of safety and health for use in the service for which they are put" so that they may be used "without menace or peril to the lives, health and safety" of employees required to work and travel in such cars.

Another new proposal is H.R.4107, sponsored by Representative Gillie, Republican of Indiana, which would amend the Federal-Aid Highway Act of 1944 with respect to the elimination of railway-highway grade crossings in municipalities. The bill provides that the municipality would develop a plan for the rerouting of the railroad and bear 20 per cent of the cost of such rerouting, with the remaining funds to be supplied by the state and federal governments.

Reed Readjustment Measure Reported to House

The House committee on the judiciary this week favorably reported to the House an amended version of H.R.3980, the bill introduced by Representative Reed, Republican of Illinois, to enable railroads to effectuate reorganizations of their financial structures expeditiously. The bill is a substitute for H.R.3237 and is similar to S.249, sponsored by Senator White, Republican of Maine, which has been favorably reported to the Senate by its committee on interstate and foreign commerce, as noted in *Railway Age* of July 12, page 92. Both measures apply to certain railroads undergoing reorganization as well as those not in the hands of the courts.

"The need for the reforms embodied in this and predecessor bills arises from two

main circumstances: the incredible muddle of proceedings under section 77 of the Bankruptcy Act, and the growth of the forfeiture doctrine as expounded and effectuated in those proceedings," the committee commented in part. "The cumbersome and lethal procedure resulting from this construction of 'an act for the relief of debtors' has caused widespread and shocking extinguishment of investments in those carriers already exceeding a billion dollars, and if unchecked they will finally exceed \$2,000,000,000."

Elsewhere on the so-called "readjustment and reorganization front," the Senate committee on interstate and foreign commerce made public its favorable report to the Senate on H.R.2298, sponsored by Representative Wolverton, Republican of New Jersey, and passed by the House on June 19. The committee's report supported an amendment which would broaden H.R.2298 to cover modifications of stocks as well as obligations. Such an amendment was recommended by the Boston & Maine and the Missouri-Kansas-Texas at hearings conducted earlier this year.

Meanwhile Senator Hawkes, together with Senators Brewster, Republican of Maine; Capehart, Republican of Indiana; Johnson, Democrat of Colorado; McMahon, Democrat of Connecticut; and Moore, Republican of Oklahoma, have filed with the Senate a minority report on Senator White's S.249.

Asserting that the measure evidences an "inexpert attempt to devise a hybrid procedure based partly on Section 77 and partly on experimentation," they charged in part that such a "controversial and technical bill should not be passed at the eleventh hour and at the end of the session." "Even if the basic principles should be accepted, it should have deliberate examination by those qualified in this field to determine whether imperfections exist and time to correct them," the report added. "There are many such questions. . . . It is believed that the enactment of this bill would be so harmful to the public interest and so inequitable in its results that the Congress should reject it."

Portland Hearing Postponed

The Interstate Commerce Commission has postponed to a date to be fixed its scheduled July 31 further hearing at Portland, Ore., on that phase of the rail-water competitive situation which relates to transcontinental rail rates, intercoastal water rates, and all-water, water-rail and rail-water rates between Pacific coast ports and interior points. (See *Railway Age* of July 12, page 90.)

Wartime Policing Rules Subject of Government Complaint

Attorney General Tom C. Clark announced this week that the Department of Justice has filed a complaint with the Interstate Commerce Commission attacking the "policing rules" maintained during World War II by railroads in the application of their transcontinental export rates to Pacific Coast ports.

The department, which will seek the recovery of reparations, charged that it was contrary to wartime security regulations

for any person to show the overseas destination of export traffic upon the face of bills of lading. At the same time, it alleged that the carriers violated the Interstate Commerce Act by requiring officers and agencies of the government to furnish "such and other secret information" in order to obtain proper export rates for overseas shipments.

The government also described as unlawful policing rules maintained by the railroads during the war which restricted the application of their export rates to specified foreign vessels, while not including vessels operated by the War Shipping Administration and the Army and Navy.

"The unjust and unreasonable character of these policing rules with respect to application of their transcontinental export rates to Pacific Coast ports is clearly shown by the fact that the carriers modified them insofar as they applied to Atlantic coast and Gulf coast ports," Attorney General Clark stated. "The sole motive of the defendants in maintaining policing rules with which it was impossible for the government to comply under wartime conditions was to defeat the right to land grant deductions on military and naval export traffic."

J. F. Sonnett, head of the Justice Department's anti-trust division, commented that "maintenance of these policing rules by the railroads deprived the government of more than \$450 on a single shipment of military traffic to the west coast during the war." "Numerous other shipments of military and naval traffic were also affected by the policing rules," he said. "The government contends that it was unlawful for the carriers to refuse to modify their policing rules."

Railroads Ask Early Hearing in Ex Parte 166

The Interstate Commerce Commission has disclosed without comment the receipt from counsel for the railroads of a request that hearings on the carriers' request for approval of a general freight rate increase begin as soon as possible after August 15. The proceeding is referred to as Ex Parte 166, Increased Freight Rates, 1947.

House Committee Votes to Report Bulwinkle Bill

The House committee on interstate and foreign commerce last week voted to report favorably to the House an amended version of H.R.221, the bill introduced by Representative Bulwinkle, Democrat of North Carolina, which would stay the operation of the anti-trust laws with respect to carrier rate-making procedures and other joint actions approved by the Interstate Commerce Commission.

The amendment to the bill as ordered reported, provides that the commission shall be permitted to inspect all accounts, files, records and memoranda of those conferences, bureaus, committees or other carrier organizations established for rate-making purposes. Such organizations also would be required to submit to the commission any reports requested by the regulatory agency.

As reported in *Railway Age* of June 21, page 1252, the Senate has approved an

amended version of S.110, an anti-trust relief bill sponsored by Senator Reed, Republican of Kansas. While not identical, the bill passed by the Senate is similar in many respects to H.R.221, as ordered reported.

Senate Group Favors Bill That Puts Pullman Under I.C.C.

The Senate committee on interstate and foreign commerce has favorably reported to the Senate a bill (H.R.2331), introduced by Representative Wolverton, Republican of New Jersey, which would, among other things, amend section 20a(1) of the Interstate Commerce Act by extending to sleeping-car companies the Interstate Commerce Commission's jurisdiction over interlocking directors and the issuance of securities by carriers. The bill was passed by the House on May 12.

Broad Exemptions for Truckers of Air Freight in N. Y. Area

Division 5 of the Interstate Commerce Commission has ruled that truckers handling air freight shipments to and from airports in the New York City-New Jersey area over routes varying from 8 to 26 miles are performing services "incidental to transportation by aircraft," and are thus exempt from the Interstate Commerce Act's motor-carrier regulatory provisions except those relating to qualifications and maximum hours of service of employees and safety of operation or standards of equipment. On the basis of this finding the report in No. MC-106028 dismissed applications of Sky Freight Delivery Service of Newark, N. J., and Air Freight Delivery Service of New York, both of which had sought appropriate operating authority if their operations were not found to fall within the partial exemption provisions of the act's section 203(b) (7a).

Sky Freight handles general commodities moving on commercial air line or air express bills of lading, except commodities requiring special equipment, between airports located in New York City, Westchester and Nassau counties, N. Y., Teterboro, N. J., and Essex and Union counties, N. J., on the one hand, and, on the other, points in New Jersey on the north of the Raritan river between the Atlantic ocean and Raritan, N. J., and on the east of U. S. Highway 202 between Raritan and the New Jersey-New York state line, including Pompton Plains, N. J., and Poquanmuck. Air Freight handles general commodities, having a prior or subsequent movement by aircraft, between Newark and points in the New York City commercial zone as defined by the commission.

Intervening railroads and the Regular Common Carrier Conference of American Trucking Associations took the position that the operations were not exempt under section 203(b) (7a), and argued that appropriate authorities were required. Air Freight agreed with those intervenors, pointing out, as the commission said, "that the proposed transportation would vary from 8 to 26 miles and would certainly be considered a line-haul movement if performed for another motor carrier." Moreover, the commission recalled that it had held in *Railway Exp. Agency, Inc., Extension—West Warwick, R. I.*, 31 M.C.C. 332, that a 12-mile operation on which the Express Agency handled traffic moving in both rail and air express was a line-haul movement, not within the provisions of the exemption. "The circumstances which persuaded such a finding at that time are not present here," the report added.

"In determining whether a movement by motor is 'incidental' to a prior or subsequent movement by air, distance alone is not a controlling consideration, and this is particularly true in the area around New York City. More important is the essential character of the traffic transferred between the air carrier and the motor carrier and whether the motor movement is joined to an immediately prior or immediately subsequent movement by aircraft."

In closing the commission noted that some of the parties to the case were "apprehensive that a vast new field of unregulated motor carrier service" will result from its determination. "We think such fears are unfounded," it continued. "Section 1003(b) of the Civil Aeronautics Act specifically provides for interline service between air carriers and others. Section 203(b) (7a) [of the I.C. Act] was not intended to exempt from regulation motor services which are essentially line-haul even though a part of interline air-motor service. The mere fact that a shipment transported by motor has an immediately prior or immediately subsequent movement by air, though significant, is not alone enough to require the conclusion that motor service is a mere incident or adjunct of, or subordinate to, the transportation by air. Our findings herein will not open the door to any large field of unregulated motor operations."

Law Extends Life of O.D.T. to February 29, 1948

President Truman this week signed H.R.3647, thereby extending until February 29, 1948, various provisions of the Second War Powers Act, including those under which the Office of Defense Transportation functions. Meanwhile, as this issue of *Railway Age* went to press, Congress had taken no action on the President's request for an appropriation of \$644,000 to keep the O. D. T. in operation throughout fiscal 1948.

Hearing Date on Southern Fares

Acting on a petition by 36 southern roads for authority to increase their basic one-way first-class fares by 6.06 per cent or to approximately 3.5 cents per mile, with a minimum one-way fare of 15 cents, the Interstate Commerce Commission this week assigned the proceeding, Docket No. 29785, for hearing before Commissioner Rogers and Examiner Fuller on August 26 at the Atlanta Biltmore Hotel, Atlanta, Ga.

As reported in *Railway Age* of July 12, page 91, the southern roads also seek commission authority to increase their first-class round-trip fares to 180 per cent of the one-way fares, or to approximately 3.15 cents per mile in each direction. The proposed tariffs would become effective on five-days' notice. Three of the petitioning roads—Louisville & Nashville, Gulf, Mobile &

Ohio and the Southern—also have asked the I.C.C. to permit the establishment and maintenance of like increased intrastate fares within Illinois.

The commission this week also received a petition filed by 25 southern roads in which they seek authority to increase their basic one-way coach fares by 13.63 per cent or to approximately 2.5 cents per mile, with a minimum of 15 cents. The petitioners, which would make the proposed tariffs effective on five days' notice, also would increase their round-trip coach fares to 180 per cent of the one-way fare or to approximately 2.25 cents per mile in each direction.

May Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for May and for this year's first five months. The compilation, which is subject to revision, follows:

Item	Month of May		5 months ended with May	
	1947	1946	1947	1946
Number of train accidents*	1,319	960	7,133	6,005
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	133	110	472	522
Injured	116	95	398	383
Passengers on trains:				
(a) In train accidents*				
Killed	5	2	33	46
Injured	43	18	646	814
(b) In train-service accidents				
Killed	3	2	15	24
Injured	220	194	1,063	1,089
Travelers not on trains:				
Killed	3	5	7	7
Injured	69	65	399	439
Employees on duty:				
Killed	47	42	284	278
Injured	2,818	2,491	14,913	15,811
All other nontrespassers:**				
Killed	142	159	897	871
Injured	500	446	2,906	2,906
Total—All classes of persons:				
Killed	333	315	1,706	1,748
Injured	3,766	3,309	20,325	21,442

* Train accidents (mostly collisions and derailments) are distinguished from train service accidents by the fact that the former cause damage of more than \$150 to railway property.

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	134	147	837	823
Injured	267	284	1,858	1,917

Organizations

A steam train trip on Pennsylvania lines within New Jersey has been arranged for railroad fans by the Joint Railfan Trip Committee, Inc., on August 10.

The annual meeting of the National Association of Shippers Advisory Boards will be held at the Jefferson hotel, St. Louis, Mo., October 27 and 28.

The Railroad Enthusiasts, New York Division, will meet July 23, at 7.45 p.m. in room 5928, Grand Central Terminal. Several films in color and sound, showing

summer resorts and points of natural interest along the west coast, will be presented through the courtesy of the Atchison, Topeka & Santa Fe.

The **Northwest Shippers Advisory Board** will hold its 81st regular meeting on July 24, at the Hotel Northern, Billings, Mont.

Overseas

MEXICO.—Plans are being made to construct a new railroad station in the city of Chihuahua at an estimated cost of 3,000,000 pesos, it was reported in a recent issue of the Foreign Commerce Weekly of the Department of Commerce. The station will serve the Kansas City, Mexico & Orient, the National of Mexico and the Mexico North-Western.

SWITZERLAND.—On August 9 the Swiss Federal Railroads will celebrate its centenary with ceremonies at Baden and Zurich, the terminals of the first railroad in the country.

Supply Trade

G. R. Stewart, formerly an account executive with Young & Rubicam, has joined the **National Cylinder Gas Company** as a member of the executive staff. **C. P. Ebert**, formerly of the Carnegie-Illinois Steel Corporation's Chicago district purchasing department, has joined National Cylinder Gas as director of purchasing.

Kennametal, Inc., has announced the appointment of **George E. Smith** as a representative and engineer in the middle Atlantic district, the headquarters of which are in Philadelphia, Pa.

Frank T. Clarke has been appointed director of cold rolled strip sales in the general sales department at Cleveland, Ohio, of the **American Steel & Wire Co.**, a United States Steel Corporation subsidiary. **Edward B. Erickson** succeeds Mr. Clarke as special sales representative of the general sales department in Washington, D. C. Mr. Clarke has been associated with the firm since August, 1921, when he began as an office assistant in the Boston, Mass., warehouse. Mr. Erickson comes to the company from private practice as a consultant for industry with reference to government controls.

The **Wailes Dove-Hermiston Corporation**, a subsidiary of the **Koppers Company** since December, 1945, has ceased to do business as a separate corporation and is being operated as a part of Koppers under the name of Wailes Dove-Hermiston department. **Linden Stuart** will head the department and **William Thornhill** will continue in charge of sales. There will be no changes in personnel.

The **H. K. Porter Company** has announced the appointment of **John F. Cunningham, Jr.**, as manager of the J. P.

Devine Manufacturing Company plant at Mount Vernon, Ill. Mr. Cunningham formerly was research engineer and manufacturing division engineer for the Elliott Company.

The **Bates & Rogers Construction Corp.**, Chicago, has announced that **F. L. Copeland**, vice-president, will reopen its western office in San Francisco, Cal., about September 1. The following officers have been elected, at Chicago: **J. W. Rogers**, vice-president and treasurer; **G. N. Martin**, vice-president; **L. J. Bullen**, vice-president; **E. J. Million**, secretary and assistant treasurer.

The **Link-Belt Company** has announced the following promotions in its Pershing Road plant, at Chicago: **R. W. Rausch**, assistant chief engineer, becomes chief engineer, succeeding **C. S. Huntington**, who has retired. **H. W. Regensburger**, assistant to the vice-president in charge of engineering at the executive offices, becomes divisional engineer in charge of estimate-engineering, at Pershing Road. **E. P. Berg**, who has served as assistant to the president since the recent death of **E. L. Berry**, vice-president in charge of production, becomes general superintendent. **J. C. Spence**, general superintendent since 1942, becomes assistant to **H. L. Hoefman**, vice-president in charge of manufacturing, at the executive offices, 307 N. Michigan avenue, Chicago.

Vinton E. Sisson, vice-president—patents of the **Standard Railway Equipment Manufacturing Company**, has retired, following 36 years of service with the firm. Mr. Sisson joined the company in 1911 as mechanical engineer, subsequently advancing to sales engineer and patent counsel. He had served as vice-president—patents, since 1922. As a result of Mr. Sisson's retirement, **Karl T. Nystrom** has become manager, patent and development department, with **Sabin C. Bronson** as patent counsel and **A. L. Thompson**, assistant manager, development department.

The **Valley Bearing & Equipment Co.** was organized recently, with its main office at 39 South La Salle street, Chicago, to handle sales of the Hanna Engineering Works' "Glide-Ride" Air Cylinder, which is said to be designed for cushioning vertical and lateral shocks of railway passenger car trucks and preventing roll in railway passenger cars. **Jean R. Huff**, president of the company, has announced that the Philadelphia, (Pa.) area will be represented by **Paul H. Griffith**, with offices at 1381 Broad Street Station building, Philadelphia 3; the West Coast area by **Joseph M. Welles**, 112 West Ninth street, Los Angeles, Cal; and the St. Paul (Minn.) area by **Robert J. Wylie**, 612 Pioneer building, St. Paul. All of these representatives have been active in the railway supply field for many years and have added the Hanna Air Cylinder to the lines which they now handle.

The **National Aluminate Corporation**, Chicago, has announced the following appointments: **H. A. Marshall**, assistant to the vice-president, becomes assistant vice-

president, with headquarters as before at New York. **J. L. Gibboney**, assistant to the vice-president, at Indianapolis, Ind., becomes assistant vice-president, with the same headquarters. **L. S. Heasom**, assistant manager, railway service, at Chicago, becomes assistant to the vice-president, with the same headquarters, succeeding **H. H. Richardson**, whose death at Chicago on July 5 was reported in the *Railway Age* of July 12. **R. G. Bielenberg**, railway service representative at Waverly, N. Y., becomes assistant manager, railway service, at Chicago, succeeding Mr. Heasom.

Edward J. Helline has been appointed general sales manager of the Reliance division of the **Eaton Manufacturing Company**. Mr. Helline has been with the company for twenty-eight years, start-



Edward J. Helline

ing as mail clerk and serving as manager of the order and billing department, manager of the service department and assistant to the general sales manager. For the past three years he has been in charge of snap ring sales engineering and promotion.

D. F. Wenzel has been appointed manager of sales of the Wisconsin office of the **Globe Steel Tubes Company**, with headquarters in Milwaukee. Mr. Wenzel, who has been associated with the company

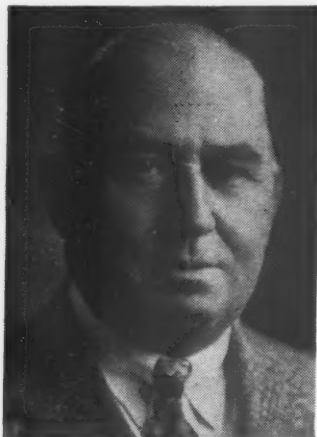


D. F. Wenzel

for the past eleven years in the general sales office, succeeds **T. R. Coffey**, who has been transferred to the Detroit, Mich., office as manager of sales.

F. H. Bassett, sales agent previously representing **American Steel Foundries** in certain western territory, has been placed in charge of all western territory to succeed **F. S. McNamara**, who retired on June 30. Mr. Bassett joined the company in 1924, immediately after his graduation by Cornell University with a degree in mechanical engineering. After completing a special training course at various A. S. F. plants he was transferred to sales in the Chicago district and continued in that capacity until 1942, when he began three years' service as an officer in the Navy. Released from the Navy in 1945, Mr. Bassett rejoined the company as sales agent in the Denver, Colo., area, where he will have headquarters in new offices, rooms 503-4, Boston building, Denver 2.

Mr. McNamara was born in Detroit, Mich., and started his career in 1893 as an office boy with the Grand Trunk (now part of the Canadian National system).



F. S. McNamara

Before joining A. S. F. in 1909 he served successively as Grand Trunk storekeeper at Battle Creek, Mich., and Portland, Me.; as general clerk to the master mechanic at the Point St. Charles shop; as general storekeeper of the Denver & Rio Grande, the Colorado & Southern and the Fort Worth & Denver City, when these three roads had a common stores department; as general manager for the Santa Fe, Raton & Eastern; as vice-president of the Yankee Fuel Company; and as vice-president of the Colorado Grey Iron Foundries.

N. O. Kirkby has been appointed director of research of the **Vapor Car Heating Company** of Chicago. He served previously in the company's sales and service department. Before joining Vapor, he was an assistant mechanical engineer of the Chicago, Burlington & Quincy.

Frank U. Hayes, assistant sales manager of the **Bullard Company** for the past five years, has been appointed sales manager, and **E. Payson Blanchard**, sales manager, has been appointed director of sales. Mr. Blanchard will be in charge of general administrative sales policies and Mr. Hayes will be responsible for executive sales functions.

Mr. Blanchard, a graduate of Brown University, joined Bullard in 1920 as an engineer. He became advertising manager,

assistant sales manager, and was appointed sales manager and a director in 1932. Mr. Hayes was associated with the Baldwin Locomotive Works after his graduation from the Lowell Institute. He joined the Bullard machine tool plant in 1935 and in 1936 was assigned to the sales division with the middle Atlantic states as his field. In March, 1941, he was assigned by the company as a technical advisor with the tool section of the production division



Frank U. Hayes

of the Office of Production Management. After returning to Bullard, Mr. Hayes was appointed assistant sales manager.

Harry R. Bartell has been appointed assistant vice-president-sales of the **General Steel Castings Corporation** and **James W. Cooke** has been appointed district manager-sales, with headquarters at Eddystone, Pa.

Mr. Bartell started his career in the office of the mechanical engineer of the New York Central in Cleveland, Ohio, and



Harry R. Bartell

later worked as car designer for the Atlas Car & Manufacturing Co. in the same city. He joined the Commonwealth Steel Company in 1916, where he worked in the engineering department, later representing that firm and its successor, General Steel Castings, as sales engineer. In 1931 he was appointed manager, western district sales, which position he held at the time of his recent appointment. Mr. Bartell will continue in charge of district sales with headquarters at Granite City, Ill.

Mr. Cooke was graduated from Princeton University in 1930 and entered the service of General Steel Castings in 1937. He worked several years in the produc-

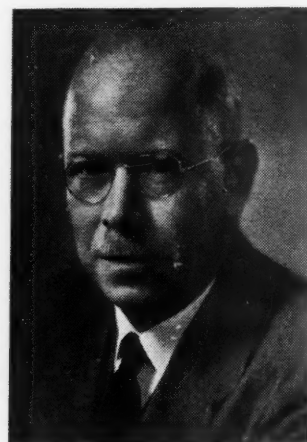


James W. Cooke

tion and service departments before joining the sales organization as representative for New England and middle western railroads.

OBITUARY

H. H. Richardson, assistant vice-president of the National Aluminate Corporation, Chicago, whose death at Chicago on July 5 was reported in *Railway Age* of July 12, was born at Savonburg, Kan., on July 23, 1898, attended the University



H. H. Richardson

of Kansas, and entered railroad service in 1918 as a chemist on the Missouri Pacific. In 1922 he became assistant water service engineer on the St. Louis Southwestern, and in 1923 he returned to the Missouri Pacific as engineer of water service. Mr. Richardson joined National Aluminate in 1928 as assistant vice-president.

A. C. Cummins, general superintendent of the Youngstown (Ohio) plants of the Carnegie-Illinois Steel Corporation, died in that city on July 10.

Henry Argast, superintendent of the St. Louis Refrigerator Car Company at St. Louis, Mo., died of a heart attack on July 9.

Equipment and Supplies

FREIGHT CARS

The CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC has ordered 250 70-ton covered hopper car from the General American Transportation Corporation. Delivery of the cars is scheduled for the first quarter of 1948. An inquiry for these cars, as well as for 1,000 50-ton hopper cars and 250 50-ton gondola cars, was reported in the *Railway Age* of May 3.

The DETROIT & TOLEDO SHORE LINE has ordered 100 70-ton covered hopper cars from the General American Transportation Corporation. Delivery is scheduled for early in the second quarter of 1948.

Financial

ATCHISON, TOPEKA & SANTA FE-WABASH.—*Trackage Rights.*—Division 4 of the Interstate Commerce Commission has authorized the Santa Fe to acquire trackage rights over approximately 29 miles of main line track of the Wabash between WB Junction, Mo., formerly Carrollton Junction, and CA Junction, formerly Camden Junction, and the Wabash to acquire trackage rights over approximately 29 miles of first main track and approximately 13.4 miles of second main track of the Santa Fe between the same stations. The two roads own parallel lines between the two points which they have used jointly for many years for double-track operations, and the effect of the present transaction is to modify the terms of the agreement covering the operation.

BALTIMORE & OHIO.—*New Director.*—Arthur W. Steudel, president of the Sherwin Williams Company, Cleveland, Ohio, has been elected a member of this company's board of directors to succeed Crispin Oglebay, resigned.

CENTRAL OF NEW JERSEY-CENTRAL OF PENNSYLVANIA.—*Equipment Trust Certificates.*—These roads have applied to the Interstate Commerce Commission for authority to assume joint liability for \$3,750,000 of Series B equipment trust certificates, the proceeds of which would be applied toward the acquisition of 1,250 50-ton box cars estimated to cost \$5,012,487. The certificates would be dated July 15 and sold on the basis of competitive bidding.

CHICAGO, BURLINGTON & QUINCY.—*New Director.*—Thomas H. Foster, chairman of the board of directors, John Morrell & Co., Ottumwa, Iowa, has been elected a director of this road. He succeeds Wallace Winter, who died recently.

MISSOURI PACIFIC.—*Reorganization.*—Division 4 of the Interstate Commerce Commission has ordered this road's reorganization plan, as approved by the com-

mission, submitted for acceptance or rejection to those classes of stockholders and creditors entitled to vote. Secretary W. P. Bartel said that ballots would be mailed about August 5.

NEW YORK, CHICAGO & ST. LOUIS.—*Equipment Trust Certificates.*—This road has sold, subject to Interstate Commerce Commission approval, \$1,350,000 of serial equipment trust certificates to the National City Bank of Cleveland and associates on a bid of 99.442 for a 1½ per cent coupon, which represents a net interest cost to the Nickel Plate of approximately 1.982 per cent. The certificates, dated July 15, 1947, are to mature in 10 equal annual installments, payable on July 15 of each year starting in 1948, and are designed to finance partially the purchase of 19 1,000-hp. Diesel-electric switching engines. (See *Railway Age* of June 28, page 1329.)

NEW YORK, NEW HAVEN & HARTFORD.—*Equipment Trust Certificates.*—Division 4 of the Interstate Commerce Commission has authorized this road to assume liability for \$5,955,000 of equipment trust certificates, the proceeds of which will be applied toward the acquisition of passenger equipment estimated to cost \$7,443,750, as reported in *Railway Age* of June 7, page 1190. The certificates will mature in 15 annual installments of \$397,000 each, starting June 1, 1948. The report also approves a selling price of 98.817 with a 2¼ per cent interest rate, the bid of Salomon Brothers & Hutzler and others, on which basis the average annual cost will be approximately 2.43 per cent.

PENNSYLVANIA.—*Equipment Trust Certificates.*—Division 4 of the Interstate Commerce Commission has authorized this road to assume liability for \$11,025,000 of Series S equipment trust certificates, the proceeds of which will be applied toward the acquisition of equipment estimated to cost \$41,141,000, as outlined in *Railway Age* of June 21, page 1284. The certificates will mature in 15 annual installments of \$735,000 each, starting July 1, 1948. (See also *Railway Age* of July 5, page 67.)

ST. LOUIS-SAN FRANCISCO.—*Reorganization Consummated.*—The reorganization managers of this road were discharged and the court's jurisdiction over the property, except in minor matters, was terminated last week by Federal District Judge George H. Moore at St. Louis, Mo. The new company took control of the property on January 1 of this year, following 14 years of bankruptcy proceedings (see *Railway Age* of December 28, 1946, page 1087).

ST. LOUIS SOUTHWESTERN.—*End of Trusteeship.*—Federal Judge George H. Moore, at St. Louis, Mo., this week ordered the Cotton Belt restored to private control, effective on July 24, thereby terminating nearly 12 years of reorganization proceedings. Dismissal of the trusteeship is the culmination of a voluntary readjustment program outlined in a joint petition filed last May with the district court at St. Louis, by Berryman Henwood, trustee, and the debtor corporation (see *Railway Age* of May 10, page 961). The plan, as approved, is in lieu of a reorganization

plan which would have cost stockholders complete loss of their holdings.

SARATOGA & SCHENECTADY.—*Changed Dividend.*—This road paid on July 15 a dividend of \$2 a share on its common stock. The previous payment had been \$3 a share on January 15. Payments in 1946 totaled \$4 a share.

Dividends Declared

Cleveland, Cincinnati, Chicago & St. Louis.—common, \$5.00, semi-annually; 5% non-cum preferred, \$1.25, quarterly, both payable July 31 to holders of record July 18.

Michigan Central.—25¢, semi-annually, payable July 31 to holders of record July 18.

Mine Hill & Schuylkill Haven.—\$1.00, semi-annually, payable August 1 to holders of record July 15.

Saratoga & Schenectady.—irregular, \$2.00, payable July 15 to holders of record July 1.

Average Prices Stocks and Bonds

	July 15	Last week	Last year
Average price of 20 representative railway stocks..	49.55	48.28	62.35
Average price of 20 representative railway bonds..	89.45	89.21	97.51

Construction

BALTIMORE & OHIO.—This road has awarded the following contracts: To C. F. Englehart, Inc., Pittsburgh, Pa., for reconstructing bridge 79 at Valley City, Ohio; to George Vang, Inc., Pittsburgh, for reconstructing bridges 390 and 403 at, respectively, Tennerton, W. Va., and Hampton; and to the Baker & Hickey Co., Columbus, Ohio, for reconstructing bridge 21 at War-nock, Ohio. The total cost of this work will be about \$100,000.

LONG ISLAND.—This road has awarded a contract for the construction of a new passenger station at New Hyde Park, N. Y., to the Auserehl & Son Contracting Corp., Jamaica, N. Y. Work on the project, for which \$35,420 has been appropriated, will start immediately.

NORFOLK SOUTHERN.—This road has authorized a project involving the laying of 4,500 feet of additional yard tracks at Duncan, N. C. The project, to be undertaken by the road's own forces, will probably cost \$24,000.

READING.—This road has applied to the Interstate Commerce Commission for authority to construct a 2.5-mile line between Boston Junction, Pa., and Frackville Junction to replace trackage rights over a line of the Pennsylvania.

READING.—This road has awarded the following contracts, the estimated costs of which are shown in parentheses: To the Delta Construction Company, Hopewell, N. J., for strengthening bridges 1½ and 1¾, east of the Durham, N. J., siding (\$45,000); to L. A. Hauser & Co., Philadelphia, Pa., for building a shed and re-roofing a coal trestle at Ninth and Berks Streets, Philadelphia (\$40,000); and to I. C. Young, Philadelphia, for constructing a 90-ft. turntable pit at Ninth and Green Streets, in the same city (\$30,000).

Abandonments

DULUTH, MISSABE & IRON RANGE.—This road has applied to the Interstate Commerce Commission for authority to abandon approximately 1.1 mile of its Eve Lake branch in Lake county, Minn., and approximately 0.5 mile of its Allen Junction-Virginia main line in St. Louis county.

PITTSBURGH & WEST VIRGINIA.—This road has applied to the Interstate Commerce Commission for authority to abandon approximately 1.2 miles of main track and 1.9 miles of side track in Pittsburgh, Pa.

SAN ANTONIO, UVALDE & GULF.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon a branch extending 4.8 miles from a point near Brundage, Tex., to Bermuda.

Railway Officers

EXECUTIVE

D. I. McNeill, assistant general counsel of the Canadian Pacific at Montreal, Que., has been appointed vice-president personnel, with the same headquarters.

Julius Silverman has been appointed assistant to the president of the Pullman Company. He was formerly assistant to the vice-president, operating.

J. O. McIlyar, whose appointment as assistant to the vice-president, traffic, of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Chicago, was re-



J. O. McIlyar

ported in *Railway Age* of June 28, was born at Cambridge, Ohio, on September 17, 1899, entered the service of the Milwaukee in 1921, and served in various clerical capacities at Seattle, Wash., until 1927, when he was appointed commercial agent at Spokane, Wash. In 1935 Mr. McIlyar was named freight and passenger agent at Aberdeen, Wash., whence he was transferred in 1938 to Miles City, Mont. In

September, 1941, he was advanced to the western traffic manager, at Seattle, the position he held at the time of his recent promotion.

S. J. Witt, whose appointment as assistant vice-president—traffic of the New York, Chicago & St. Louis at Cleveland, Ohio, was reported in *Railway Age* of June 7, was born at Cincinnati, Ohio, on November 14, 1889. Mr. Witt entered railroad service in September, 1905, with the Baltimore & Ohio Southwestern (now B. & O.) at Cincinnati, serving that road



S. J. Witt

until November 30, 1911, when he went with the Akron, Canton & Youngstown as general freight and passenger agent. He later served as traffic manager of the latter road until November 15, 1935, when he went with the New York, Chicago & St. Louis at Cleveland as freight traffic manager in charge of rates, which position he was holding at the time of his recent appointment as assistant vice-president—traffic.

W. G. Whitsett, whose appointment as assistant to the vice-president, traffic, of the Louisville & Nashville, with headquarters at Louisville, Ky., was reported in *Railway Age* of June 28, was born at Healing Springs, Ala., on April 7, 1906, received his higher education at Duke



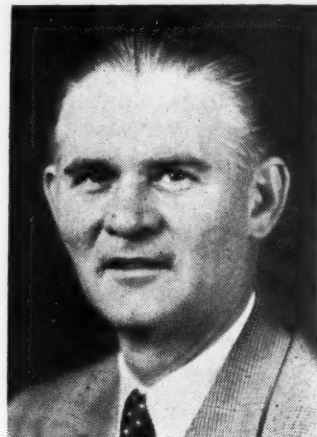
W. G. Whitsett

University, and entered railroad service in August, 1925, as a clerk-stenographer on the Atlantic Coast Line, at Dothan, Ala.

He became ticket agent at Dothan in October, 1925, and chief clerk, district passenger agency, at Miami, Fla., in November, 1928. In January, 1929, he was appointed city passenger agent at Miami, and in October of the same year was transferred to New York in the same capacity. Mr. Whitsett became manager of the Houston Hotel, at Dothan, in November, 1932, and in June, 1934, he was appointed district passenger agent of the Peninsula & Occidental Steamship Co., at Havana, Cuba, where he served until October, 1941, when he was named assistant to the general passenger agent of the Atlantic Coast Line, at Wilmington, N. C. In July, 1942, he entered the service of the Louisville & Nashville as general passenger agent, at New Orleans, La., the position he held at the time of his recent promotion.

FINANCIAL, LEGAL AND ACCOUNTING

Edward W. Thomas, whose promotion to freight claim agent of the Atchison, Topeka & Santa Fe, with headquarters at Los Angeles, Cal., was reported in the *Railway Age* of June 14, was born at Cleveland, Ohio, on October 13, 1896, entered railroad service in October, 1911, as a mail clerk on the Wheeling & Lake Erie



Edward W. Thomas

at Cleveland, and became loss and damage investigator in February, 1914. In October, 1918, he entered the service of the Santa Fe at Los Angeles in the same capacity, and in May, 1923, he was appointed inspector, loss and damage, perishable freight, with the same headquarters. Mr. Thomas was named assistant chief clerk, claim department, in January, 1925, and traveling freight claim adjuster in July, 1929. In January, 1941, he was promoted to district freight claim agent, at San Francisco, Cal., and in February, 1945, he was advanced to assistant freight claim agent at Los Angeles, the position he held at the time of his recent promotion.

J. T. Gallaspy, whose appointment as general freight claim agent of the St. Louis Southwestern, with headquarters at Tyler, Tex., was reported in the *Railway Age* of June 21, was born at Ballinger, Tex., on November 2, 1889, and entered railroad service in November, 1906, as a messenger in the office of the local agent of the Hous-

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In France, Too!

Two hundred and eighty of these 2—8—2's are carrying the familiar "Lima Diamond" to all parts of war-torn France.

The locomotive illustrated is being used by the French National Railways to speed reconstruction along the famous Riviera on the Mediterranean between Cannes and La Bocca.

LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

July 19, 1947

73

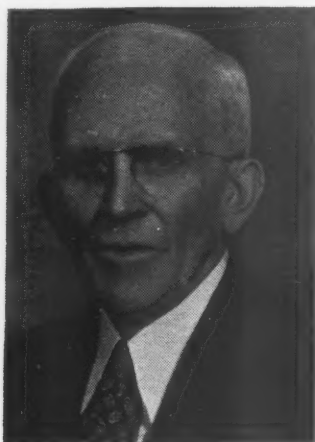
ton & Texas Central (part of the Southern Pacific), at Fort Worth, Tex. In 1909 he entered the accounting department of the Fort Worth & Denver City (Burlington Lines), and two years later joined the Southern Pacific as a freight claim investigator at San Francisco, Cal. After a short period of service with the Mobile & Ohio (part of the Gulf, Mobile & Ohio),



J. T. Gallaspy

he joined the International-Great Northern (part of the Missouri Pacific) in 1914, and later became traveling freight claim adjuster at Houston, Tex. In 1919 he became chief clerk to the service supervisor of the Texas & Pacific at Dallas, Tex., and in March, 1920, he went with the Burlington Lines in Texas as transportation inspector. In 1939 he was appointed special representative of the Association of American Railroads, Freight Claim division, with headquarters at Chicago, the position he held at the time of his recent appointment.

T. E. Adamson, whose promotion to freight claim agent of the Chicago & North Western, at Chicago, was reported in the *Railway Age* of July 5, was born at Geneva, Ill., on August 19, 1884, entered the service



T. E. Adamson

of the North Western on December 7, 1905, as a stenographer, and served in clerical capacities in various departments until May 1, 1917, when he became assistant claim agent, freight claim department. On October 1, 1923, he was promoted to chief clerk, freight claim department, and on December 31, 1925, he was advanced to

assistant freight claim agent, in the same department, the position he held at the time of his recent promotion.

Ernest Moad, whose promotion to auditor of disbursements of the Chicago & North Western, at Chicago, was reported in the *Railway Age* of July 12, was born at Lake City, Iowa, on March 20, 1889, entered the service of the North Western in 1905 as a call boy at Sioux City, Iowa, and served in clerical capacities in various departments until 1912, when he became division accountant, in which capacity he served later at Norfolk, Neb. On August 1, 1918, Mr. Moad was appointed traveling accountant at Chicago, and on February 1, 1937, he was named special accountant. On September 1, 1943, he was advanced to assistant auditor of disbursements at Chicago, the position he held at the time of his recent promotion.

Wilmer B. Rogers, assistant secretary and assistant treasurer of the Canton, with headquarters at Baltimore, Md., has been elected secretary and treasurer, succeeding **Milton Shreck**, who has resigned from those positions but will continue as vice-president of the company.

F. H. Hitchcock, whose promotion to general claim agent of the Atchison, Topeka & Santa Fe at Los Angeles, Cal., was reported in *Railway Age* of July 5, was born at Marshalltown, Iowa, on September 10, 1889, entered the service of the Santa Fe in 1906, and served in various



F. H. Hitchcock

clerical capacities until August 15, 1916, when he became claim adjuster in the claim department at Los Angeles. On December 1, 1943, he was promoted to chief claim adjuster in the same department, and on April 1, 1947, he was advanced to assistant general claim agent, the position he held at the time of his recent promotion.

H. L. Thomas, Jr., assistant real estate agent of the Pennsylvania at Philadelphia, Pa., has been transferred to the New York zone at New York.

OPERATING

Archibald Freeman, former assistant to general manager, and during recent months acting general manager of the Ontario Northland, has been appointed

general manager, with headquarters at North Bay, Ont.

Elgin Hicks, whose promotion to general superintendent of the Union Pacific, with headquarters at Cheyenne, Wyo., was reported in the *Railway Age* of June 28, was born at Corning, Ark., on August 31, 1903, and entered the service of the Union



Elgin Hicks

Pacific on March 5, 1920, as a station helper. He became a telegrapher in 1924 and a train dispatcher in 1930. On September 16, 1941, he was appointed trainmaster on the Nebraska division, at Omaha, Neb., whence he was transferred to Gering, Neb., on January 15, 1942. Mr. Hicks was appointed assistant superintendent, transportation, at Omaha, on September 25, 1942, and became assistant superintendent, operation, a year later. On April 1, 1945, he was advanced to superintendent, Nebraska division, at Omaha, and on October 16, 1946, he was transferred to the Wyoming division, at Cheyenne, the position he held at the time of his recent promotion.

D. B. McIntyre, whose retirement as superintendent of the Ashland division of the Chicago & North Western, at Antigo, Wis., was reported in *Railway Age* of July 5, was born at Hooper, N. Y., on August 16, 1881, and attended the Bryant & Stratton Business College in Chicago. He entered railway service in May, 1898, as a telegraph operator on the North Western at Poplar Grove, Ill., later serving at various other points on the Wisconsin division and in the train dispatcher's office at Chicago. From 1900 to 1916, he served as a dispatcher, night chief dispatcher and chief dispatcher on the Wisconsin division at Chicago and in 1916, he was promoted to trainmaster at Council Bluffs, Iowa. From 1918 to 1920, Mr. McIntyre served as supervisor of transportation in the office of the regional director of the U. S. Railway Administration at Chicago and then became transportation inspector in the office of the general superintendent of the North Western at Chicago. In July, 1923, he was appointed trainmaster at Kenosha, Wis., and three months later he was promoted to assistant superintendent of the Peninsula division, with headquarters at Escanaba, Mich. Mr. McIntyre was transferred to the Ashland division in April, 1940, and on December 1, 1940, he was

MORE POWER FROM THE BOILER

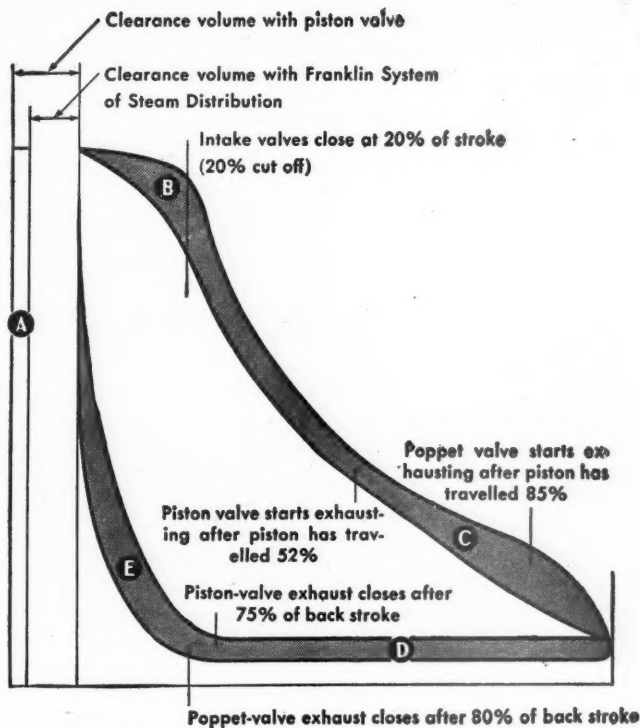
A With reduced clearance volume (space between intake valves and piston at end of stroke) more economical use is made of the steam admitted to cylinders.

B With larger steam flow areas and faster valve openings, steam enters the cylinder with smaller pressure drop. This increases the amount of steam admitted for a given cut-off — increases the power output for a given cut-off, or permits the use of a shorter and more economical cut-off for a given power output.

C With late release, the expansion period is increased substantially. This increases efficiency by increasing the amount of heat transformed into mechanical work.

D With late release and large exhaust areas, the back pressure is lower, which again increases the power obtained from a given amount of steam.

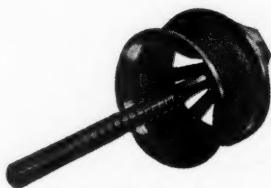
E With low back pressure, and late compression, excessive pressures at the end of the back stroke are avoided. Economical short cut-offs can be used without severe reactions on the running gear.



WITH THE FRANKLIN SYSTEM OF STEAM DISTRIBUTION

These indicator cards represent a locomotive equipped with the Franklin System of Steam Distribution and a locomotive, identical in all other respects, equipped with piston valves. Both cards are based on high-speed operation at 20% cut-off.

As can be seen, the engine equipped with poppet valves can utilize full boiler capacity because of the larger steam flow areas and the faster opening and closing of valves. It develops more horsepower per pound of steam. It uses less fuel and water to deliver a given horsepower output.



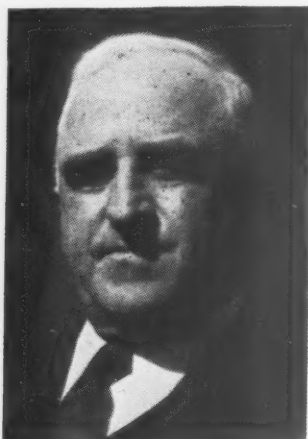
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advanced to superintendent of that division, the position he held at the time of his retirement.

Charles E. Sainsbury, whose retirement as general manager of the Western district of the Chicago & North Western, with headquarters at Omaha, Neb., was reported in *Railway Age* of July 5, was born at LaMoille, Minn., on November 18, 1877, attended the University of Minnesota from 1903 to 1906, and entered the service of the North Western in 1906 as a train



Charles E. Sainsbury

dispatcher on the Minnesota division. He was appointed chief train dispatcher on the Dakota division in 1914, trainmaster in 1917, and assistant superintendent in 1920. Mr. Sainsbury was appointed assistant superintendent in 1934, and four years later he was promoted to general superintendent, Western district, with headquarters at Omaha. In 1940 he was advanced to general manager of the Western district, with the same headquarters, the position he held at the time of his retirement.

J. F. Sainsbury, whose appointment as superintendent of the Lake Shore division of the Chicago & North Western, with headquarters at Green Bay, Wis., was reported in the *Railway Age* of July 5, was born at Winona, Minn., on May 20, 1892,



J. F. Sainsbury

attended the University of Vermont, and entered railroad service in 1911 as a telegrapher on the Chicago, Milwaukee, St. Paul & Pacific. Released from the armed forces, he entered the service of the North Western in January, 1919, as a train dis-

patcher at Huron, S. D., where he became chief train dispatcher in June, 1925. He was appointed trainmaster at Mason City, Iowa, in December, 1939, and was transferred to Boone, Iowa, in the same capacity in May, 1940. In April, 1943, Mr. Sainsbury was promoted to assistant superintendent at Sioux City, Iowa, whence he was transferred in December, 1946, to Green Bay, in the position he held at the time of his recent promotion.

Col. D. L. Smith, whose appointment as general manager of the Chicago North Shore & Milwaukee, with headquarters at Highwood, Ill., was reported in the *Railway Age* of June 28, was born at Freeport, Ill., on April 13, 1890, and graduated by the University of Illinois in 1911 with a bachelor's degree in electrical engineering. He entered the service of the Chicago Rapid Transit in 1911 as lineman helper, and served subsequently as lineman, draftsman, power supervisor, and assistant electrical engineer. From 1926 to 1937 he served as chief electrical engineer, and was assistant to the executive officers when he



Col. D. L. Smith

entered active military service in 1942. Released from the armed forces, he was appointed assistant to the executive officer of the North Shore on October 22, 1945, and later became assistant to the president. Early in 1947, Mr. Smith was named acting general manager, the position he held at the time of his recent appointment.

TRAFFIC

E. G. Baker, passenger traffic manager of the St. Louis-San Francisco at St. Louis, Mo., has been promoted to general passenger traffic manager, with the same headquarters.

H. J. Schroeder, chief clerk to the freight traffic manager of the Chicago & North Western, has been promoted to assistant general freight agent, rates, with headquarters as before at Chicago, succeeding **H. B. Spangler**, whose retirement as chief of the tariff bureau, at Chicago, was reported in *Railway Age* of July 5.

H. E. Ridenour, traveling freight and passenger agent of the Chicago, Milwaukee, St. Paul & Pacific at Denver, Colo., has been appointed general agent, with the same headquarters, succeeding **H. L. Holmes**,

who has been transferred to Seattle, Wash., where he replaces **L. J. Kidd**, whose promotion to assistant to the western traffic manager, at Seattle, was reported in *Railway Age* of July 5.

James E. Dooley has been appointed assistant general freight agent of the Wabash, with headquarters at Decatur, Ill. The position of division freight agent has been abolished.

Arthur J. Miller, representative of the St. Louis-San Francisco at New York, has been appointed general agent in charge of the New York office of the Toledo, Peoria & Western. **James Christie**, commercial agent of the New York, Chicago & St. Louis at St. Louis, Mo., has been appointed general agent of the Toledo, Peoria & Western at Cleveland, Ohio.

W. P. O'Brien, city passenger agent of the Central Vermont, with headquarters at Montreal, Que., has been appointed general agent, succeeding **Ernest Lortie**, retired.

W. A. Easton has been appointed trainmaster on the St. Lawrence division of the Canadian National, with headquarters at Montreal, Que.

G. F. Smith, traveling freight and passenger agent of the Great Northern at Winnipeg, Man., has been promoted to general agent at Toronto, Ont., succeeding **H. E. Watkins**, whose death at Toronto on July 2 was reported in *Railway Age* of July 12.

B. F. Moore has been appointed district freight and passenger agent of the Denver & Rio Grande Western, with headquarters at Steamboat Springs, Colo.

Y. E. Juge, whose appointment as assistant freight traffic manager of the Fort Worth & Denver City (part of the Burlington Lines), with headquarters at Fort Worth, Tex., was reported in the *Railway Age* of June 28, was born at Plaquemine, La., on April 9, 1903, entered the service of the Burlington Lines on September 1,



Y. E. Juge

1924, as a stenographer in the freight traffic department at Fort Worth, and served in various clerical capacities in the freight traffic department until May 16, 1935, when he was appointed assistant general freight agent. On November 1, 1941,

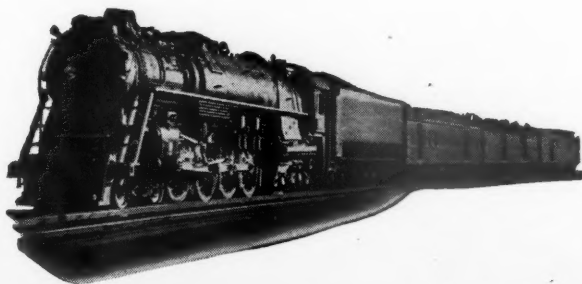
Availability Up

Maintenance Down

The installation of Security Circulators on any type of coal-burning steam locomotive means an increase in availability and a decrease in boiler maintenance.

Compared with other locomotives, those that are circulator-equipped are available for continuous operation for longer periods because they have cleaner flues, longer arch life and improved combustion.

Honeycombing, flue plugging and cinder cutting are definitely reduced, and the installation of Security Circulators permits the use of a 100% arch and prolongs the life of arch brick. Consequently boiler maintenance is substantially reduced.



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SECURITY CIRCULATOR DIVISION

he was advanced to general freight agent, the position he held at the time of his recent appointment.

Thomas Fuller, assistant general freight agent of the Atlantic Coast Line at Wilmington, N. C., has been appointed executive general agent, with the same headquarters.

C. H. Pernter, whose appointment as assistant freight traffic manager of the Norfolk & Western at Roanoke, Va., was reported in *Railway Age* of July 5, joined that road in 1920 as a stenographer-clerk



C. H. Pernter

at Birmingham, Ala. Mr. Pernter later served in increasingly important positions at Atlanta, Ga., and Roanoke, becoming assistant general freight agent at Roanoke in 1939, which position he held at the time of his recent promotion to assistant freight traffic manager.

N. R. Lehmann, whose appointment as assistant freight traffic manager of the Norfolk & Western at Roanoke, Va., was reported in *Railway Age* of July 5, entered the service of that road in 1912 as a clerk in the car record department, at



N. R. Lehmann

Roanoke. Mr. Lehmann transferred to the freight traffic department three years later and advanced through various positions until he was appointed assistant general freight agent in 1939. In December, 1940, he was promoted to general coal freight

agent at Roanoke, which position he held until his recent promotion to assistant freight traffic manager.

A. DeLaney Fleming, district freight agent of the Southern at Birmingham, Ala., has been promoted to division freight agent, with the same headquarters, succeeding **Harvey H. Peters**, who has been promoted to assistant general freight agent at Birmingham, to succeed **Earl Brown**, who has been transferred to Washington, D. C.

W. H. Trice has been appointed assistant freight traffic manager of the Norfolk Southern at Norfolk, Va. **J. E. Andrews**, general southern freight agent, has been appointed general agent, with headquarters as before at Atlanta, Ga. **R. H. Dozier**, assistant traffic manager, has been appointed general agent, with headquarters as before at Baltimore, Md. **H. B. Knight** has been appointed general agent at Birmingham, Ala. **R. M. Anderson**, New England freight agent, has been appointed general agent, with headquarters as before at Boston, Mass. **J. K. Powell**, assistant general freight agent, has been appointed division freight agent, with headquarters as before at Charlotte, N. C. **M. W. Martell**, general western freight agent, has been appointed general western agent, with headquarters as before at Chicago. **J. F. Flynn**, assistant traffic manager, has been appointed general agent, with headquarters as before at Cincinnati, Ohio. **A. C. Sturtevant**, general traffic agent, has been appointed general agent, with headquarters as before at Detroit, Mich. **W. C. Lewis**, general traffic agent, has been appointed general agent, with headquarters as before at Greensboro, N. C. **H. H. Jones**, assistant general freight agent, has been appointed division freight agent, with headquarters as before at New Bern, N. C. **J. A. Christensen**, general eastern freight agent, has been appointed general eastern agent, with headquarters as before at New York. **A. A. Marcus** has been appointed general agent at New York. **Basil Manly**, assistant traffic manager, has been appointed division freight agent, with headquarters as before at Norfolk, Va. **W. F. Hack**, general traffic agent, has been appointed general agent, with headquarters as before at Philadelphia, Pa. **E. B. Burns**, general traffic agent, has been appointed general agent, with headquarters as before at Pittsburgh, Pa. **C. S. Allen**, assistant traffic manager, has been appointed division freight agent, with headquarters as before at Raleigh, N. C. **J. L. McGhee**, assistant general freight agent, has been appointed general agent, with headquarters as before at Richmond, Va. **J. B. Queensbury, Jr.**, district freight agent, has been appointed general agent, with headquarters as before at Winston-Salem, N. C. The positions formerly held by these men have been abolished.

W. H. Cunningham, whose appointment as general freight traffic manager of the New York, Chicago & St. Louis at Cleveland, Ohio, was reported in *Railway Age* of June 7, was born at Marysville, Kan., on September 19, 1889. Mr. Cunningham was graduated from Bethany College in 1910 and entered railroad service in

1912 as clerk with the New York, Chicago & St. Louis at Omaha, Neb., serving in this capacity until 1914, when he became agent at Omaha, transferring to Chicago one year later. In 1920 he became traveling freight agent at Kansas City, Mo., and in 1923, freight representative at Chicago. Later that same year he was appointed



W. H. Cunningham

New England freight agent at Boston, Mass. Mr. Cunningham was appointed assistant general freight agent at Chicago in 1924 and was promoted to general freight agent at Cleveland in 1927. He became assistant freight traffic manager at Cleveland in 1928 and was promoted to freight traffic manager there in charge of sales and service in 1931, which position he held at the time of his recent promotion to general traffic manager.

E. E. Barry, whose promotion to passenger traffic manager of the Southern at Atlanta, Ga., was reported in *Railway Age* of July 12, was born at Clarkston, Ga., and



E. E. Barry

entered the service of the Southern at Atlanta as a stenographer in the passenger traffic department. He subsequently served as traveling passenger agent at Atlanta and at Houston, Tex., and as passenger agent at Spartanburg, S. C., prior to returning to Atlanta in the latter capacity. Subsequent service included tours of duty as chief clerk to the assistant general passenger agent at Atlanta district passenger agent at Houston and Atlanta, successively, and as-

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sistant general passenger agent at Atlanta. Mr. Barry was promoted to assistant passenger traffic manager at Washington, D. C., in 1937, where he remained until his recent promotion to passenger traffic manager at Atlanta.

G. M. Lawrence, whose promotion to assistant passenger traffic manager of the Southern at Atlanta, Ga., was reported in *Railway Age* of July 12, was born at Rome, Ga., and entered the service of the Southern as office boy in the city ticket office at Rome. After serving in clerical positions at Chattanooga, Tenn., he was subsequently appointed city passenger agent at Knoxville, Tenn.; city freight and passenger agent at Rome; and city passenger agent, traveling passenger agent and traveling freight and passenger agent at New York. Mr. Lawrence was later promoted to New England passenger agent at Boston, Mass., district passenger agent at Washington, and to general eastern passenger agent at New York. He became assistant general passenger agent at Atlanta in 1941 and was promoted to general passenger agent in 1942, holding the latter position at the time of his recent promotion to assistant passenger traffic manager.



G. M. Lawrence

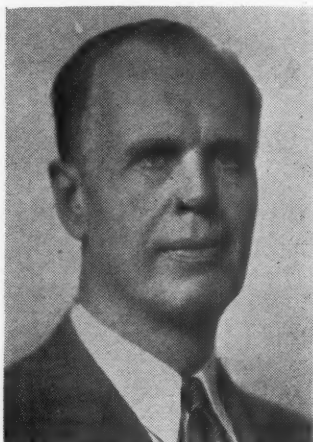
J. R. Livsey, general agent of the Union Pacific at Tacoma, Wash., has been transferred to Spokane, Wash., succeeding **H. M. Adkins**, deceased. **B. P. Costello**, head of the service bureau at Omaha, Neb., succeeds Mr. Livsey as general agent at Tacoma.

C. E. Case, whose promotion to director of industrial development of the Chicago & North Western, at Chicago, was reported in *Railway Age* of July 5, was born at Clinton, Iowa, on December 30, 1883, entered railroad service in 1901 as a telegrapher on the North Western, served in the same capacity on the Duluth & Iron Range, and returned to the North Western in July, 1902. He was appointed agent at Aurora, Ill., in June, 1915, district agent at DeKalb, Ill., in May, 1920, and traveling agent at DeKalb in October, 1920. Mr. Case was named industrial agent at Chicago in July, 1930, and in July, 1935, he was advanced to general industrial agent, the position he held at the time of his recent promotion.

C. J. Harbeke, whose promotion to western traffic manager of the Denver & Rio Grande Western, at San Francisco, Cal., was reported in *Railway Age* of July 5, was born at Chatsworth, Ill., on January 5, 1902, and received his higher education at Notre Dame. He entered railway service on April 5, 1920, in the accounting department of the Union Pacific at Salt Lake City, Utah, and in July, 1930, he went with the Salt Lake & Utah as a city freight agent, with the same headquarters. In June, 1934, Mr. Harbeke became a city freight agent of the Denver & Rio Grande Western, also at Salt Lake City, and five years later he was promoted to perishable freight agent, with headquarters at Los Angeles, Cal., being advanced to general agent at San Francisco, Cal., one year later. On November 30, 1942, he was granted a leave of absence to serve with the Transportation Corps of the U. S. Army in India, and on November 16, 1944, he returned to his former position, which he held until his appointment, in June, 1945, as assistant traffic manager at San Francisco, the position he held at the time of his recent promotion.

E. J. Merkel, whose promotion to general freight agent of the Norfolk & Western at Columbus, Ohio, was reported in *Railway Age* of July 5, was born at Louisville, Ky., on December 24, 1892, entered railroad service in 1907 with the Louisville, Henderson & St. Louis (now part of the Louisville & Nashville), and, after periods of service with the Cleveland, Cincinnati, Chicago & St. Louis, the Standard Oil Company, and the U. S. Railroad Administration, entered the service of the Norfolk & Western on April 1, 1920, as traveling freight agent at Louisville. On June 16, 1922, he was promoted to commercial agent, and he served in that capacity until April 30, 1939, when he was advanced to general western freight agent at Chicago, the position he held at the time of his recent promotion.

N. H. Jones, whose promotion to general passenger agent of the Chicago & North Western at Chicago was reported in *Railway Age* of July 5, was born at Omaha,



N. H. Jones

Neb., on April 12, 1898, attended the University of Illinois, entered the service of the North Western in 1918, and served as ticket seller until 1926, when he became city agent at New York. On November 25,

1939, he was promoted to district passenger agent at New York, and on August 1, 1945, he was advanced to assistant general passenger agent at Chicago, the position he held at the time of his recent promotion.

R. C. Kerr, whose retirement as freight traffic manager in charge of industrial development of the Chicago & North Western, with headquarters at Chicago, was reported in *Railway Age* of July 5, was born on April 7, 1881, at Pecatonica, Ill., and entered railway service with the C. & N. W. in 1899 as a clerk in the ticket auditor's office at Chicago. He subsequently held positions as clerk and telegraph operator, cashier, traveling auditor, and freight agent



R. C. Kerr

in charge of Milwaukee (Wis.) terminals. He was advanced to general agent, freight department, at Milwaukee in 1923, and in 1925 he became division freight and passenger agent at Green Bay, Wis. Mr. Kerr was assistant general freight agent at Chicago from 1927 to 1929, and in the latter year he was advanced to manager of the industrial department there. In 1935 he was appointed assistant freight traffic manager, and in January, 1947, he was promoted to freight traffic manager in charge of industrial development, the position he held at the time of his retirement.

M. N. Obenchain has been appointed assistant general freight agent of the Norfolk & Western at Roanoke, Va., succeeding **F. B. Wright**, promoted. **J. T. Cutcliff** has been appointed general agent at Columbia, S. C., succeeding **C. E. Gorman**, who succeeds **C. H. Sheffield** at Birmingham, Ala. Mr. Sheffield has been transferred to Jacksonville, Fla., succeeding **E. F. Stone**, promoted.

M. A. Myers, general freight agent of the Canton, with headquarters at Baltimore, Md., has been promoted to traffic manager. The position of general freight agent has been abolished.

W. D. Goss, traveling freight and passenger agent of the Chicago, Milwaukee, St. Paul & Pacific at Boston, Mass., has been appointed general agent, with the same headquarters, succeeding **R. F. Kelaher**, whose transfer to New York was reported in *Railway Age* of July 12.

L. R. Early, general agent of the Virginian at Washington, D. C., has been transferred to Atlanta, Ga., succeeding

Performance Record of General Motors Passenger
Locomotive Units on the Atlantic Coast Line.

Locomotive Unit	Miles Operated	Miles Assigned	Average Miles Operated Per Month	Per cent Availability
500	1,494,042	1,589,245	17,173	94.0
501	1,412,304	1,534,403	16,233	92.0
502	1,353,747	1,385,004	17,813	97.7
503	1,265,456	1,309,246	16,651	96.7
504	1,296,429	1,353,725	17,058	95.8
505	1,419,952	1,458,363	18,933	97.4
506	1,304,550	1,330,638	17,394	98.0
507	1,224,418	1,277,149	16,326	95.9
508	1,386,820	1,480,233	18,491	93.7
509	1,229,765	1,319,619	16,397	93.2
510	1,223,933	1,270,271	16,540	96.4
511	1,287,291	1,366,515	17,396	94.2
512	1,309,269	1,385,195	17,693	94.5
513	1,220,818	1,355,514	16,498	90.1
514	1,244,106	1,293,990	16,812	96.1
515	1,177,420	1,240,425	16,129	94.9
516	967,577	1,019,800	14,886	94.9
517	972,543	1,065,087	14,962	91.3
518	921,058	963,885	14,392	95.6
519	944,252	1,003,214	14,988	94.1
520	1,029,287	1,100,106	16,338	93.6
521	874,127	923,166	13,875	94.7
522	890,752	927,222	14,139	96.1
523	885,720	974,902	14,059	90.9
524	339,094	390,830	14,743	86.8
525	369,155	385,215	16,050	95.8
526	354,761	373,293	15,424	95.0
527	359,640	386,096	15,637	93.1
528	340,623	365,328	14,810	93.2
529	331,217	335,667	16,561	98.7
530	289,261	302,071	16,070	95.8
531	297,005	311,254	16,500	95.4
532	152,555	155,417	16,951	98.2
533	145,861	151,771	16,207	96.1
534	154,706	157,876	17,190	98.0
535	151,568	154,838	16,841	97.9
536	154,004	157,541	17,112	97.8
537	144,565	146,860	16,063	98.4
750	1,288,474	1,334,293	17,180	96.6
751	1,338,342	1,425,615	18,086	93.9
752	1,136,605	1,268,302	15,360	89.6
753	1,281,909	1,340,054	17,560	95.7
754	1,084,631	1,116,541	16,687	97.1
755	348,706	369,762	15,161	94.3
756	386,481	387,433	16,804	99.8
757	345,833	363,691	15,036	95.1
758	342,196	353,700	14,878	96.7
759	338,395	339,695	16,920	99.6
760	311,227	321,986	15,561	96.7
761	283,183	290,435	15,732	97.5
762	294,841	306,441	16,380	96.2
763	299,746	307,036	16,653	97.6
764	264,827	278,464	14,713	95.1

41,265,047

43,504,422

16,382 (Av.)

94.9 (Av.)



ELECTRO-MOTIVE DIVISION
GENERAL MOTORS LA GRANGE, ILL.

John W. Tumlin, who has been appointed assistant general freight agent of the Norfolk Southern at Norfolk, Va. **Robert W. Phillips**, commercial agent of the Virginian at Chicago, has been appointed general agent at Washington, to succeed Mr. Early.

Emory S. Clements, whose promotion to assistant passenger traffic manager of the Southern at Atlanta, Ga., was reported in *Railway Age* of July 12, was born at Gordon, Ga., and entered the service of the Southern as a clerk in the passenger traffic department at Macon, Ga. After serving in various capacities at Cordele, Ga.; Jacksonville, Fla.; and at Macon, he returned to Jacksonville as traveling passenger agent.



Emory S. Clements

Mr. Clements later held positions as district passenger agent at Tampa, Fla., traveling passenger agent at Jacksonville, and chief clerk to the general passenger agent at Cincinnati, Ohio. He was promoted to assistant general passenger agent at Atlanta in 1937, which position he held until his recent promotion to assistant passenger traffic manager.

R. H. Hamilton, whose promotion to general passenger agent of the Southern at Atlanta, Ga., was reported in *Railway*



R. H. Hamilton

Age of July 12, was born at Rome, Ga., and entered the employ of the Southern as assistant city passenger and ticket agent at Rome, later holding positions as city pas-

senger and ticket agent and city ticket agent at Norfolk, Va.; traveling passenger agent at Norfolk and Atlanta; district passenger agent at Atlanta; chief schedule clerk at Washington; division passenger agent at Washington; and district passenger agent at Baltimore, Md. Mr. Hamilton was appointed assistant general passenger agent at Atlanta in 1946, in which capacity he was serving at the time of his recent promotion to general passenger agent.

J. A. Edwards, whose promotion to passenger traffic manager of the Southern at Cincinnati, Ohio, was reported in *Railway Age* of July 12, was born on May 10, 1887, at Chaptico, Md., and attended private schools at Leonardtown, Md., and Washington, D.C. He entered the service of the Southern on February 1, 1904, as a messenger at Washington, later holding various clerical and stenographic positions at Washington, Mobile, Ala., and St. Louis, Mo. After serving as city ticket agent and city passenger agent at St. Louis, Mr. Edwards was promoted to traveling passenger agent at Chicago, later transferring to Hattiesburg, Miss. He was subsequently appointed division passenger agent at Louis-



J. A. Edwards

ville, Ky., district passenger agent at Detroit, Mich., Northern passenger agent and general Western passenger agent at Chicago. In February, 1938, he was promoted to assistant passenger traffic manager at Cincinnati, which position he held until his recent promotion to passenger traffic manager.

H. L. Pigott, whose appointment as general passenger agent of the Wabash at Detroit, Mich., was reported in *Railway Age* of July 12, was born at Salisbury, Mo., on August 27, 1891, and entered railroad service in April 1917, as a ticket seller on the Wabash at Moberly, Mo. Subsequently he served in various capacities in the passenger department at Kansas City, Mo., Fort Wayne, Ind., Indianapolis, Ind., Los Angeles, Cal., St. Louis, Mo., and Chicago. In May, 1932, he was moved to Detroit, where he remained until his recent promotion.

W. A. Blank, whose appointment as general freight agent of the Fort Worth & Denver City (part of the Burlington system), with headquarters at Fort Worth,

Tex., was reported in the *Railway Age* of June 28, was born in Knox county, Neb., on October 21, 1884, and entered the service of the F. W. & D. C. in 1906 as a clerk in the local freight office at Amarillo, Tex. He was appointed traveling freight agent in August, 1911, commercial agent in March, 1917, and chief clerk, general freight office, in March, 1918. In January, 1924, Mr. Blank was promoted to division freight agent, and on July 1, 1926, he was advanced to assistant general freight agent, the position he held at the time of his recent promotion.

Richard A. Stanley, whose promotion to general passenger agent of the Louisville & Nashville, with headquarters at New



Richard A. Stanley

Orleans, La., was reported in *Railway Age* of July 12, was born in England on June 28, 1898, and entered the service of the L. & N. in August, 1918, at Nashville, Tenn. He became traveling freight agent in 1923, commercial agent in 1933, and general eastern freight agent at New York in 1940. On July 1, 1943, Mr. Stanley was appointed division freight agent at New Orleans, and on December 16, 1944, he was named foreign freight agent at Louisville, Ky. One year later he was advanced to general foreign freight agent, with the same headquarters, the position he held at the time of his recent promotion.

ENGINEERING & SIGNALING

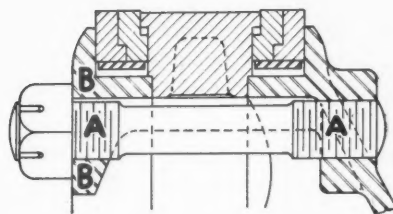
Walter L. Anderson, whose promotion to assistant engineer of bridges of the Chicago & North Western, with headquarters at Chicago, was reported in the *Railway Age* of July 5, was born at Boone, Iowa, on July 29, 1904, and graduated by Iowa State College in 1927 with the degree B. S. in C. E. He entered the service of the North Western on February 10, 1928, as an engineering draftsman, at Chicago, and on September 1, 1941, he was appointed office engineer. On April 1, 1944, Mr. Anderson was advanced to assistant general bridge inspector, the position he held at the time of his recent promotion.

M. A. McGee, assistant division engineer, Evansville division, of the Louisville & Nashville, at Evansville, Ind., has been promoted to division engineer, Eastern Kentucky division, with headquarters at Ravenna, Ky., succeeding **I. W. Newman**,

You're looking at

5

REASONS



Cross section of valve packing and bull rings showing butt-welded stud bolt (A) and follower ring (B)

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who has been transferred to the Cincinnati division, with headquarters at Latonia, Ky., to replace **J. B. Clark**, who has been transferred to the Birmingham division, with headquarters at Birmingham, Ala., where he succeeds **R. M. Leeds**, who has retired. **C. E. Stoecker**, assistant supervisor of bridges and buildings, Montgomery and New Orleans division, at Mobile, Ala., has been promoted to assistant division engineer, Evansville division, with headquarters at Evansville, succeeding Mr. McGee.

Bernard J. Minetti, assistant bridge engineer of the Central of New Jersey, has been promoted to bridge engineer, with headquarters at Jersey City, N. J., to succeed **Joseph J. Yates**, who has retired after 44 years of service. Mr. Yates was born at Elizabeth, N. J., on April 20, 1873, and attended Rutgers College, receiving his B.A. degree in 1894. He entered railroad service in 1894 with the Pennsylvania, and one year later he went with the Central of New Jersey, holding the position of assistant engineer of that road from 1895 to 1898 and from 1903 to 1907. Mr. Yates became bridge engineer in 1907.

H. E. Kirby, assistant engineer of the Chesapeake & Ohio at Richmond, Va., has been appointed cost engineer, with the same headquarters, succeeding **C. H. R. Howe**, who has retired.

Marshall Cox Jennette, whose appointment as engineer maintenance of way of the Norfolk Southern at Norfolk, Va., was reported in the *Railway Age* of June 14, was born on June 19, 1909, at Goldsboro, N. C. Mr. Jennette received his B.S. in civil engineering from North Carolina State College in 1932 and entered railroad service



Marshall Cox Jennette

on June 13, 1932, as apprentice section foreman with the Seaboard Air Line, serving at Chester, S. C., and Birmingham, Ala., until July 1, 1933, when he became assistant to division engineer at Jacksonville, Fla. From June 1, 1937, to November 1, 1946, Mr. Jennette served as assistant division engineer of the Seaboard Air Line at Raleigh, N. C., going with the Norfolk Southern at Norfolk on the latter date as special representative in the office of the president, where he remained until his recent appointment as engineer maintenance of way.

MECHANICAL

V. C. Golden, superintendent of Diesel locomotive maintenance and operation of the Chicago, Indianapolis & Louisville, has been appointed general mechanical assistant, with headquarters as before at LaFayette, Ind. A sketch of Mr. Golden's career appeared in the *Railway Age* of May 10. **R. W. Daniel**, master mechanic at LaFayette, has been appointed general shops supervisor, with the same headquarters. **P. E. Oakes**, general supervisor of locomotive maintenance, at LaFayette, has been appointed mechanical division assistant, with the same headquarters. The position of general supervisor of locomotive maintenance has been abolished. **L. A. McAllister** has been appointed mechanical engineer at LaFayette. He was previously mechanical engineer of the Alton at Chicago.

A. R. Snyder, superintendent of motive power and machinery of the Union Pacific at Cheyenne, Wyo., has been appointed mechanical superintendent of Diesel power, with headquarters at Omaha, Neb., a newly created position. **L. L. Hoeffel**, superintendent of motive power and machinery at Salt Lake City, Utah, has been appointed mechanical superintendent of steam power, with headquarters at Omaha, a newly created position. **A. W. Alfreds**, car maintenance engineer at Omaha, has been appointed mechanical superintendent of the car department, with the same headquarters, a newly created position. **T. E. Carroll**, assistant general car foreman at Portland, Ore., and **H. N. Juel**, general car foreman at Denver, Colo., have been appointed car maintenance engineers, with headquarters at Omaha. **J. A. Schroeder**, mechanical engineer at Omaha, has been appointed general foreman of the car department, at Denver.

PURCHASES AND STORES

Edward A. Busk, assistant to the general purchasing agent of the Chicago & North Western, at Chicago, has been promoted to general purchasing agent, with the same headquarters, succeeding **E. A. Clifford**, who has retired. **M. B. Moore**, lumber buyer, at Chicago, has been promoted to assistant general purchasing agent, with the same headquarters, succeeding **A. J. Neault**, who has retired. **J. A. Sims**, sales supervisor, at Chicago, has been promoted to assistant to the general purchasing agent, with the same headquarters, succeeding Mr. Busk.

SPECIAL

H. C. Foster, assistant trainmaster of the Chesapeake & Ohio at Clifton Forge, Va., has been appointed assistant chief of personnel, with headquarters at Richmond, Va., succeeding **O. K. Lawson**, whose appointment as superintendent of terminals at Walbridge, Ohio, was reported in the *Railway Age* of May 31.

W. P. Murphy, assistant general passenger agent of the Missouri-Kansas-Texas, at Dallas, Tex., has been appointed manager of conventions and tours, a newly created position, with headquarters at both Dallas and St. Louis, Mo.

Zeke Bates has been appointed superintendent of special service, Western Lines, of the Atchison, Topeka & Santa Fe, with headquarters at Amarillo, Tex., succeeding **W. B. Jones**, who has retired.

R. J. Maxwell, whose promotion to director of publicity and advertising of the Missouri Pacific, with headquarters at St. Louis, Mo., was reported in *Railway Age* of July 12, entered railroad service with the Missouri Pacific, and has spent his en-



R. J. Maxwell

tire business career in the traffic and public relations departments of that road. He served in various capacities until 1930, when he was appointed assistant advertising manager. On April 1, 1931, he was advanced to advertising manager, the position he held at the time of his recent promotion.

OBITUARY

Byron J. Beasley, who retired in January as superintendent of motive power of the St. Louis Southwestern, with headquarters at Tyler, Tex., died in that city on July 6. A photograph of Mr. Peasley and a sketch of his career appeared in the *Railway Age* of January 25.

E. C. Pantan, heavy construction manager of the Bechtel Corporation, died suddenly on June 20 at his home in Del Mesa, Cal. At the time of his death Mr. Pantan was in charge of right-of-way maintenance for the Western Pacific and also in charge of construction of the Friant aqueduct of the Central Valley Water Project.

J. B. Martin who retired on September 30, 1942, as general inspector of track of the New York Central, Lines West of Buffalo, with headquarters at Cleveland, Ohio, died at his home in that city on July 11. At the time of his death he was general inspector of the Woodings-Verona Tool Works and the Woodings Forge & Tool Co., with headquarters at Chicago.

H. E. Gillette, supervisor of production and machinery of the Chicago, Burlington & Quincy, at Chicago, died at Aurora, Ill., on July 11.

James L. Nichols, who retired on May 1, 1921, as superintendent of the Chicago terminal of the Baltimore & Ohio, died on July 6 at San Antonio, Tex.

All Weather Metal Protection

New viscous material protects
rail plates, braces and bolts

By RALPH SCOTT

Recent tests on a mile of mainline track demonstrated the effectiveness of a new grease-like semi-plastic coating called Serviron Metal Protector.

Reports state that where Serviron was used to coat rail anchors, tie-plates, bolts and switches, this new product prevented rust and corrosion throughout the year, withstanding severe summer and winter weather in 1946-47.

Serviron is a coating and lubricant which remains permanently soft and viscous. It penetrates metal, wood or concrete and lubricates the surface. It is especially valuable for railroad maintenance because it protects metal from rust and corrosion over long periods of time; is impervious to brine and alkalis and is especially valuable as a protection for axle journals and frames on cars, particularly refrigerator cars.

Bolts, nuts and metal parts cannot "freeze" due to rust or corrosion when coated with Serviron, thereby saving labor and time as well as replacement parts.

The lubricated surface-coating provided by Serviron is ideal for guaranteeing free-moving switches and signals even on passing tracks where they are used infrequently.

Effective over wide temperature range and all weather conditions, Serviron remains viscous and oily in nature. The fact that Serviron penetrates the pores and sticks to the surface of metal is particularly important to railroad maintenance men because it prevents rust and corrosion from forming under the protective coating.

Since Serviron never dries hard, it stretches and contracts with temperature changes and therefore insures protection. No hairline cracks form in a Serviron coating regardless of the weather conditions or the age of the coating.

Several departments will want to thoroughly test this product, so write for particulars to XZIT Sales Company, 5800 South Hoover Street, Los Angeles 44, Calif.

ADV.

Current Publications

BOOKS

Trains Albums of Railroad Photographs, Number 16, the Burlington Route. Published by the Kalmbach Publishing Company, 1027 N. Seventh st., Milwaukee 3, Wis. Price \$1.

An introductory page of text describing the railroad is followed by numerous photographs designed to give a cross section of the Burlington: the Galesburg yard, the well-kept main line to Omaha and Denver, the scenic route along the winding Mississippi, and typical railroad scenes in Wyoming, Texas and other western states; photographs of the famous "Zephyrs," way freights and mile-long tonnage trains are included.

The Challenge of Industrial Relations; Trade Unions, Management, and the Public Interest, by Sumner H. Slichter. 196 pages. Published by the Cornell University Press, Ithaca, N. Y. Price, \$2.50.

This book in its original form consisted of the six Messenger Lectures on the Evolution of Civilization which the author delivered at Cornell University in the fall of 1946. In the preface Professor Slichter says "the aim of these chapters is to lay the foundation for a more realistic approach to the study of trade unions—to focus attention upon the problems created by unions and upon the tremendous contributions which unions can make to national prosperity and industrial democracy. The treatment is brief and the aim has been to define and open issues rather than to reach definitive conclusions."

Summary Tables of the Fifty-Ninth Annual Report on the Statistics of Railways in the United States for the Year Ended December 31, 1945. 232 pages. Prepared by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington, D. C. Available from the Government Printing Office, Washington 25, D. C. Price, 75 cents.

Contains complete financial and operating statistics on the railroads of the United States, and includes selected data for the Pullman Company, Railway Express Agency, electric railways, carriers by water, oil pipe lines, motor carriers, freight forwarders and private car owners subject to the Interstate Commerce Act for the year 1945.

The Railways of Switzerland. 86 pages, illustrations. Published by the Railway Gazette, 33 Tothill st., Westminster, London, S. W. 1, England. Price, five shillings.

This publication was issued in connection with the 14th International Railway Congress held at Lucerne, Switzerland, in June. This Congress also coincided with the centenary of the first Swiss railway. The development of the Swiss railway system is outlined in the first chapter, and this is followed by others devoted to the history of railway nationalization, track,



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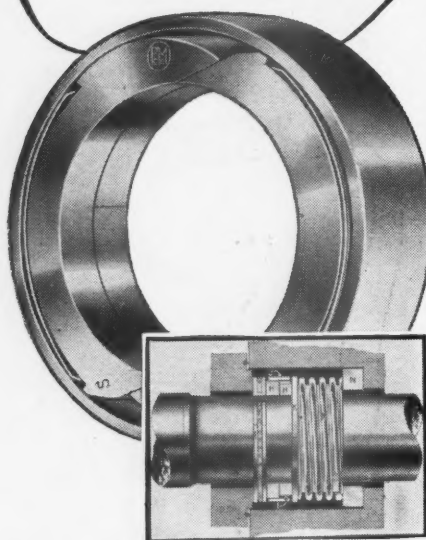
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rack railways, tunnels, signaling, steam and internal-combustion traction, electric traction and rolling stock. The book contains a number of good maps and a great many fine, clear illustrations.

The Railway Foreman and His Job, by Hugh K. Christie and James McKinney. 285 pages, illustrations. Published by the American Technical Society, Drexel ave. at 58th st., Chicago 37. Price, \$3.50.

This test has been prepared as a training manual for both the newcomer and the seasoned veteran of railroading. It emphasizes training through practical experience and it is based on actual operations and problems encountered on the job. Chapters cover railroad organization, operation and policies, management and workers, operating costs, cost finding, planning and shop efficiency, and materials.

Interstate Commerce and Traffic Law, by G. Lloyd Wilson. 677 pages. Published by Prentice-Hall, Inc., 70 Fifth ave., New York 11. Price, \$7.35.

This book is, according to its subtitle, "a selection of leading cases and guiding principles in transportation and traffic management administration and law." It aspires to aid those who deal with transportation and traffic problems of car supply, services, rates, claims, and other subjects, and wish to know what the courts have held to be the rights and duties of carriers and shippers or users of transportation services. The book performs four services: first, the statement of the present provisions of the Interstate Commerce Act pertaining to each phase of traffic management; second, the selection of significant decisions and the statements of opinion of the courts affecting the rights and duties of shippers and carriers in the particular phases of transportation and traffic management; third, the presentation of salient features of each of these decisions; and fourth, the collection of the facts and opinions in the cases within a single volume, with appropriate references in each chapter to cases in previous chapters.

Standard Specifications for Welding Highway and Railway Bridges—Design, Construction and Repair. Fourth edition, 1947. 102 pages, illustrated. Published by the American Welding Society, 33 West Thirty-Ninth street, New York 18. Price \$1.

This volume of specifications, which replaces the third edition issued in 1941, is intended for use as a guide in the application of metal arc welding to the fabrication, field assembling, and repair of highway and railway bridges. The new edition should be of interest to bridge engineers because it includes an extended discussion of a new concept in design formulas. In this concept the formulas are prescribed for both base material and welded connections according to the expected number of repetitions of loading which would produce the maximum stress in a member. The specifications also include sections devoted to the design of new bridges, the

(Continued on page 94)

Fuel Oil Treatment

New discovery dissolves
sludge and reduces
soot and carbon

By GENE RAINEVILLE

Manual cleaning of sludge from tank cars and storage tanks has been relegated to the list of ancient railroad practices by a remarkable new chemical solution which cleans fuel systems from storage tanks to burner tips and reduces fireside cleaning to brushing or blowing.

This amazing fuel oil treatment made by Elraco Engineering Co. of Los Angeles, Calif., was not a lucky discovery but rather a scientific development. Several ingredients which have known beneficial effects upon fuel oil and the residual deposits of combustion have been incorporated in this product for use in all types of boilers, furnaces and heaters burning fuel oil.

This treatment inhibits the oxidation of hydrocarbons in the fuel oil and holds the carbon clusters in constant suspension so that they are consumed as the oil is burned. No sludge deposits are left in the tanks. Water caused by condensation and generally present in storage tanks can be thoroughly incorporated in the fuel oil with this treatment.

This amazing product called Elraco Soot and Sludge Remover has a sludge dissolving action which tends to keep the entire fuel system clean. Carbon particles and sludge deposits are continuously subjected to this solvent and soon break down. Sludge which ordinarily has a flash point of 305° F. will, when treated with Elraco, flash at 170°. Thus Elraco assures an even flow of oil and high efficiency of combustion.

In the process of burning, Elraco generates a chemical gas which reduces soot to fine carbon particles which are generally carried away by the smoke or removed by brushing or blowing.

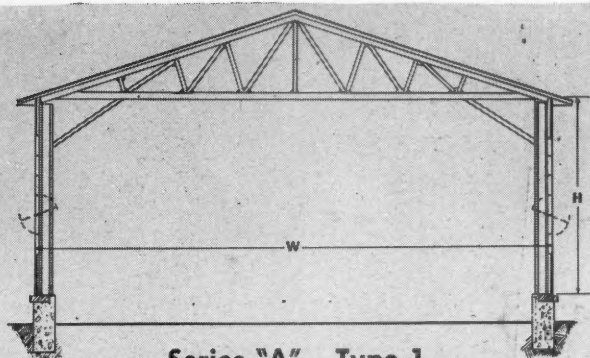
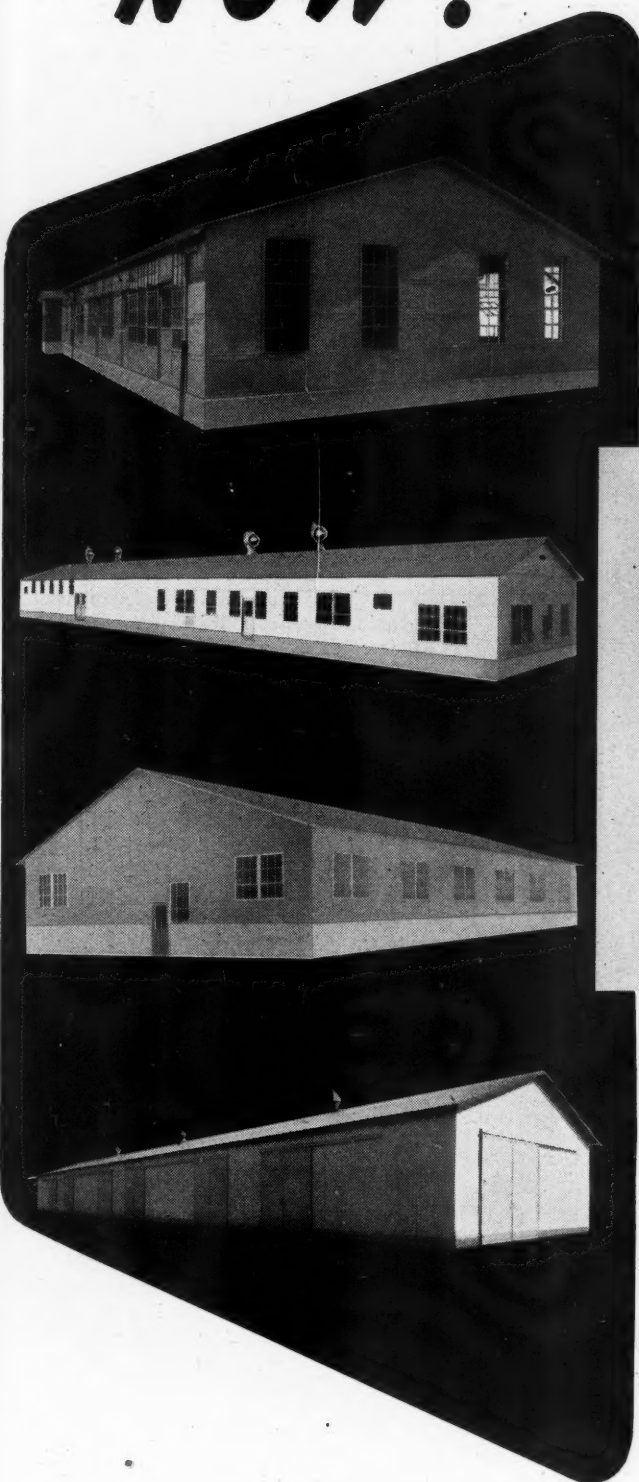
The cost of treating fuel oil with Elraco Soot and Sludge Remover is exceedingly small. Considering that it cleans tank cars and storage tanks . . . eliminates the expensive job of manual sludge removal . . . cleans the complete fuel system from storage tank to burners . . . and reduces fireside cleaning to brushing and blowing, this product can save your railroad many thousands of dollars per year.

Several departments will want to thoroughly test this product, so write for particulars to Elraco Engineering Co., 732 W. 58th Street, Los Angeles 37, Calif. (ADVERTISEMENT)

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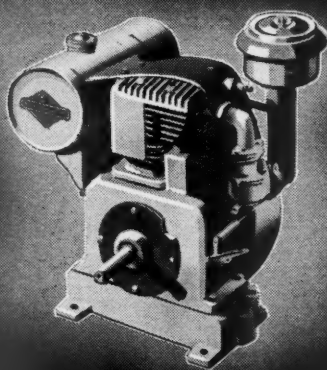
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(Continued from page 88)

strengthening and repairing of existing bridges, filler metal, equipment and processes, workmanship and technique, qualification, and inspection. The section on material has been revised to provide for more general use of A7 steel, and the section on inspection has been expanded to include provision for magnetic particle testing, as well as X-ray and visual examination. Five appendices deal with unit stresses for welded design, definitions, welding symbols, qualification of welding procedures and operators, and base metal specification requirements.

PAMPHLETS

Railways of Chile . . . from a report by E. C. Hollingsworth, American Embassy, Santiago, Chile. 15 pages. Issued by the Office of International Trade, United States Department of Commerce. Available from the Government Printing Office, Washington, 25, D. C. Price, 5 cents.

This is another in the series of reports on Latin American railroads. Fairly complete statistics on earnings and traffic through the year 1943 are included for the larger railroad systems, and particular emphasis is placed on the amount of equipment owned and its condition. Plans for railway expansion are also discussed. Three maps showing the railroads in North, Middle and South Chile are included.

Tank Car Classifications. 32 pages, illustrated. Prepared by the American Car & Foundry Co., 30 Church st., New York 8.

This booklet lists the classes of tank cars authorized for shipping Interstate Commerce Commission regulatory, and certain non-regulatory, commodities. The list of commodities covers tank cars made under I. C. C. and A. A. R. shipping container specifications now in effect. The principal table occupies 22 pages and lists approximately 400 commodities. Another lists various specification containers which may be used in place of those called for in the regulations. A third table defines A. A. R. tank-car designating letters. Drawings show several types of outlet valves and a safety valve manufactured by A. C. F.

Communists Within the Labor Movement; a Handbook on the Facts and Counter-measures. 60 pages. Published by the Chamber of Commerce of the United States, Washington 6, D. C. Single copies, 25 cents.

Believing that the problem of Communism in labor relations can no longer safely be ignored, the Committee on Socialism and Communism of the Chamber of Commerce of the United States has prepared this report as an aid to management and anti-Communist workmen and labor leaders. It discusses the Communist-inspired strikes, results of Communist control, how to recognize the problem, the Communist at work, keeping out a Communist union, working with a Communist union, and many other phases of the subject.